

# THE ILLUSTRATED LONDON NEWS

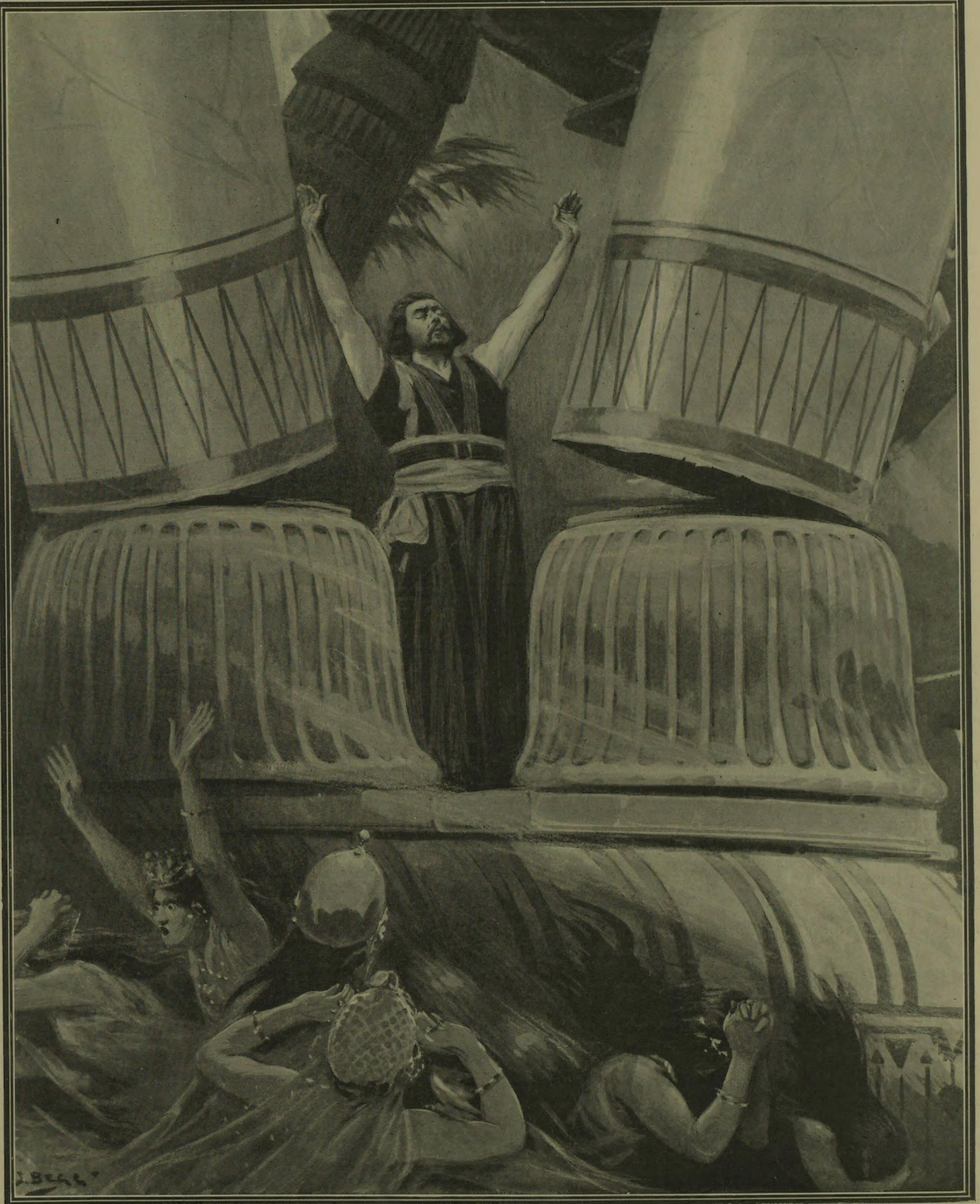
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SATURDAY, MAY 1, 1909.

With Special Supplement: **SIXPENCE.**  
The Age of Giants.

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Samson (Mr. Charles Fontaine).

## THE GREAT SCENE IN A LONG-PROHIBITED OPERA: SAMSON PULLING DOWN THE PILLARS OF THE TEMPLE IN SAINT-SAËNS' "SAMSON ET DALILA," AT COVENT GARDEN.

For a long time it was impossible to produce Saint-Saëns' "Samson et Dalila" on the British stage, as Biblical characters figure in it—a fact that hitherto has always ensured the Censor's prohibition. The ban was removed recently—it is rumoured, at the suggestion of the Queen—and the opera was presented on the opening night of the season at Covent Garden on Monday last. The work was first produced at Weimar in 1877, and has been heard on the concert platform in this country as an oratorio many times.

DRAWN BY S. BEGG.



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## PARLIAMENT.

WHILE waiting for the Budget, the House of Commons devoted itself in an unexciting and somewhat sullen mood to legislation. It showed its domination in matters concerning its own dignity by refusing to have anything to do with the Bill under which disturbers of its peace might have been tried in a police-court. The idea of the Serjeant-at-Arms being cross-examined in an ordinary court was too much for its endurance. There was a rather perfunctory discussion at the initial stage of the Welsh Disestablishment Bill, which the Prime Minister introduced in a speech conspicuous for brevity. The Bill is on much the same lines as that which he brought forward fourteen years ago, and opponents taunted him with repeating the process of "ploughing the sand," for it would, they said, never pass. Welsh members, however, who are all of one mind on the subject, hailed it with gratitude and blessing. Mr. Churchill, whose recent letter on *Dreadnoughts* has provided sport for those who suspect divergence of opinion in the Cabinet, has added to his legislative efforts by introducing a Bill aimed at the suppression of marine insurances of a gambling character. On this measure, members interested in the shipping trade reserved their opinions till they saw how the desirable object was carried out. A Bill to raise the status of the Board of Trade and the salary of its President, although contemplated for some years by both parties, has been denounced as inopportune by Labour members, and prejudice against it has been shown in another quarter on account of the hostility excited by Mr. Churchill, who personally, however, will not receive the increased salary. One of the Labour Party projects which would have practically placed the feeding of school-children out of the rates at the discretion, not of the local authority, but of a medical inspector, was rejected by a large majority. The Indian Councils Bill, although exposed to fire from cautious Conservatives and from Radicals with Congress views, has been carried through all its stages in the House of Commons, its success being greatly due to the influence exercised in both Chambers by Viscount Morley.

## THE PLAYHOUSES.

"A PERSIAN PRINCESS" AT THE QUEEN'S.

WE are inclined to think that "A Persian Princess," the new musical play which Mr. Tom B. Davis has just produced at the Queen's Theatre, will serve its purpose well enough. The story, such as it is, is carried rather dexterously throughout the two acts of which the piece is composed; the music, provided by Mr. Sidney Jones, if never very original or taking, always gives the vocalists opportunities for the display of their talents; while the dresses and scenery are among the most beautiful and harmonious that have been seen on the light operatic stage for years. The imbroglia which keeps the play going is brought about by a political rivalry between a lover and his elder brother, and by the "Persian" Princess's readiness even to be sold in the slave-market rather than be married offhand to a man she has never set eyes upon. The interpretation of Messrs. Leedham Bantock and P. J. Barrow's extravaganza is very much what might have been expected from a glance at the cast. Mr. Graves, for instance, who is a comedian of no striking versatility, reels off wheezes new and old with customary volubility and nonchalance as an Oriental potentate. Mr. Horace Mills, as the keeper of that very important and, as it happened, well-behaved animal, the royal camel, proves moderately amusing, and Miss Carrie Moore, as a girl who impersonates the missing Princess, does her best with a thoroughly conventional soubrette part. The singers of the company have better chances. Miss Lily Iris sings "Coffee," one of the most charming melodies of the piece, very cleverly. Mr. Noel Fleming, as the lover, looks well in his fine changes of uniform, and renders his numbers with taste and feeling. Finally, needless to say, Miss Ruth Vincent in the title rôle delivers the four or five ballads that fall to her share with genuine brilliancy and effect. The piece cannot be said to afford much scope for acting, but a good word is due to that old member of the Compton Comedy Company, Mr. Clarence Blakiston, for a distinguished performance as Prince Hassan; and to Mr. Aubrey Fitzgerald for the very diverting account which he supplies of a Court physician.

[Other Playhouse Notes elsewhere in the Number.]

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## PARIS AND MAY DAY.

BY CHARLES DAWHARN.

PARIS is so brilliant in its dress of spring, with avenue and boulevards lined with tender rims of green, that it is difficult for its light-hearted inhabitants to imagine themselves to be on the brink of a revolution. And yet everyone knows that a secret committee is sitting to organise a monster May Day demonstration. This demonstration is intended to bring home to the bourgeoisie a strange new fact in industrial France: the union of the black-coats with the blouses. In the ranks of the workers, who will promenade the streets of the capital on the 1st of May, will be found many hundreds of Government servants. The functionaries have joined hands with the manual workers. Here is a significant movement. Where will it end? Since the employés of the Civil Service have vindicated their right to strike and to dictate terms to the Government, it may be supposed that the Army will not be proof against those arguments which have already proved fatal to the loyalty and good discipline of Government Departments. The army is recruited from the proletariat, and can it remain indifferent whilst its brothers and sisters in the shops and factories are plotting to bring about a new order of things? Scarcely not. The leader of the great Revolutionary movement which has given such significant signs of its activity during the last few months in Paris—notably, the great postal strike—is Emile Pataud, "Le Roi Pataud" as he is called. Pataud is a Parisian workman; nothing more than that; but shrewd, intelligent, and with that peculiar *esprit blagueur*, which is the mental product of life in big cities. He has what an Englishman would call a "Cockney" sense of humour. In conversation he is very plausible—*très sympathique*; of medium height, square-shouldered, with handsome brown eyes looking out of a humorous, almost Irish face, crowned with dark locks in which is no trace of grey, a voluminous moustache, falling over a well-formed mouth, a nose somewhat flat, as if its owner had been in the wars, a pleasant voice punctuated with much laughter and roguish twinkling of the brown eyes—this is Pataud, the man who holds the destiny of France in the hollow of his hand—at least, according to his followers.

He has a marvellous trick of enlisting the hearer on his side when he begins to speak. He knows the secret of swaying crowds. And yet he is not a mere "wind-bag"; you are struck by his logic. He rarely employs violent language in his speeches, and yet he is resolute enough in insisting on the necessity of pulling down before one can build up. "Yes, the present social structure must be levelled to the ground, before we can erect our own communist ideal." This is the language he employs when speaking with the inquirer after the new gospel according to Karl Marx and his subsequent commentators. The school to which Pataud belongs, and has in some sense founded, says: "We have no use for the Socialists, for the Intellectuals who want to lead us: our movement is purely a working-man's programme, to be carried out by working men." These new principles include not only the suppression of the private employer and his substitution by the State or by communities of workmen, but also the suppression of the politician.

The working-men in France complain that the Deputies whom they have sent to the Chamber become entirely changed in their political faith when fortune places them on the Ministerial Bench. Thus M. Briand, the present Minister of Justice, who more than flirited formerly with Socialism and the doctrines of the advanced theorists, now shows in office as conservative a spirit as any other bourgeois. Even the Prime Minister, who was formerly noted for his iconoclasm, now bends his energy to the work of preservation. These facts discourage the workers. They say—"We must devise a system whereby we are independent of the change in political temperature of our representatives. We can only do this by sending delegates from our own bodies to Parliament. These delegates will be working men, like ourselves. They will be frequently changed, so that they cannot be got at by the forces of Capitalism and of Bourgeois interests. They will be merely paid agents of the Syndicates or Trade Unions; they will have no independent position, and no right to think for themselves."

The Revolutionaries who speak in this strain seem to forget that power must exist somewhere. If it is not expressed in the political régime, it must be hoarded secretly in conclaves and caucuses. These people are but substituting for an apparent and obvious power a secret tyranny. Just as the Republic of Venice was controlled by the famous Council of Ten, so the new Cosmos devised by Pataud and his fellow-conspirators presupposes a Council of Twelve. The Great Revolution, as well as the attempt to found the Commune after the Franco-German War, have clearly demonstrated what a melancholy fiasco results from arbitrary attempts to transfer authority and to interfere with the economic basis of Society. No satisfactory scheme has yet been devised to enable a man to earn a larger wage than that fixed by the market conditions.

Meanwhile, actual fears for May Day are exaggerated. The monster manifestation which is being secretly organised in Paris will be, probably, of a purely pacific character. Nor is any breach of the peace at all likely whilst the watchful Prefect of Police, M. Lépine, remains in office. The revolutionary leaders themselves say that no general strike is at present contemplated; the ground is being prepared. The danger, however, none the less exists—a danger which is exemplified by the frequency of insurrectionary strikes during the past two years in France. As to the exact form of the new régime, whether Revolution or Reaction, it is hard to prophesy; but the great potent influence at present at work is this Trades Unionism, which declares itself independent of all politics and parties. It is the working-man putting forth his power—an attempt to found a workmen's Paradise on earth.



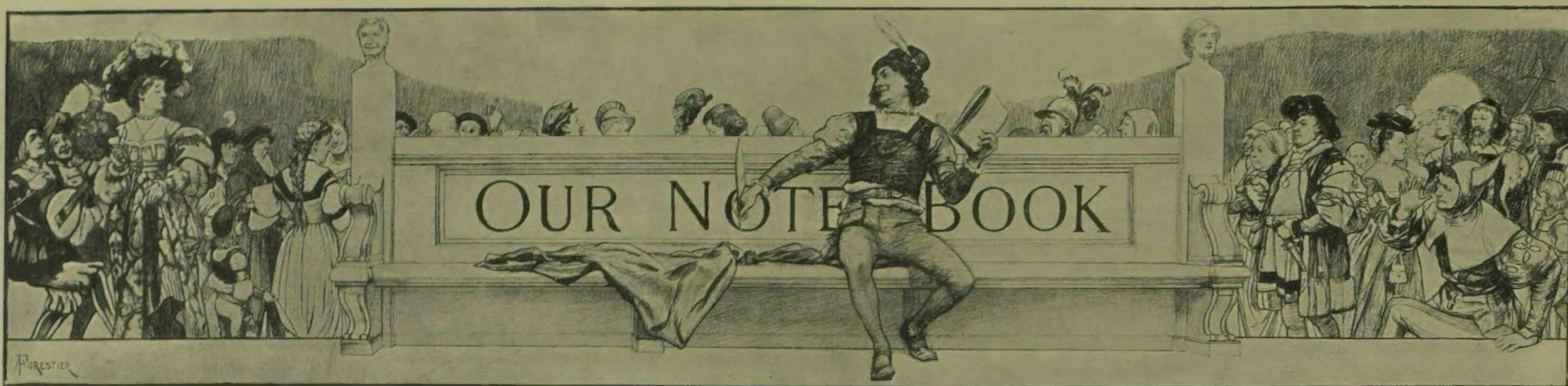
## THE PASSING OF "THE SHADOW OF GOD ON EARTH."



ABDUL HAMID II., SULTAN OF TURKEY, DEPOSED IN FAVOUR OF HIS BROTHER, RESHAD EFFENDI.

Abdul Hamid II. was born in 1842 and came to the throne of Turkey on August 31, 1876, when his elder brother, Murad V., was deposed on the ground of insanity. Murad was shut up in a palace on the Bosphorus, and lingered on until his death in 1904. Abdul Hamid's reign has been a disastrous one for Turkey. The country has been at war, at various times, with Russia, Greece, and Servia; and, internally, has been a prey to intrigue, corruption, espionage, and wholesale massacre. In July 1905, Abdul Hamid narrowly escaped assassination by a bomb. Of late years, it is said, he has been very much broken in health, and overweighted with cares. It is said also that he has been subject to seizures, and has had resort to drugs. His brother, Reshad Effendi, has been proclaimed Sultan under the title of Mohammed V. Among the Sultan's various titles is that of "The Shadow of God on Earth."





By G. K. CHESTERTON.

I FEEL vaguely impelled to apologise for my article last week, which was, as far as I remember, an incoherent rhapsody about a pig. The truth is that I had been occupied all day in writing a theological article for a heavy and correct Quarterly; and as people object (why I cannot imagine) to theology and animal spirits being mixed up, one has to take those two essential elements turn and turn about. The serious magazines, without having any convictions to speak of, are just sufficiently stern or bigoted to forbid irreverence. The frivolous magazines are even more stern and bigoted; for they forbid reverence. They actually veto the instinctive mention of mighty and holy things. Thus the sincere journalist is kept constantly in a state of roaring inaction: having been forced to make his theology dry he plunges with ardour into pure folly; and then, having elaborately and seriously played the fool, he plunges with a far more boyish ardour into the pleasures of theology. But the swing of the pendulum is sometimes rather wild and dizzy, like my article about the pig. Yet I did mean to say something under the parable of the pig, something which, I think, I can now say better without the aid of that animal.

My meaning is this: that a good man ought to love nonsense; but he ought also to see nonsense—that is, to see that it is not sense. Our very pleasure in pure fancies should consist partly in the certainty that they are not facts. Nothing is more perilous and unmanly in modern thought than the way in which people will be led a dance by some dexterous and quite irresponsible suggestion, some theory in which even the theorist does not believe, some intellectual levity which is not honest enough even to be called a lunacy. They hear some flying notion—as that Cromwell wrote Milton, or that Christianity was stolen from the Aztecs; they receive it first laughingly, then fancifully, then speculatively, then seriously, then idolatrously even to slaying; and yet all the time with nothing to go on but the fourth-hand version of a few entertaining coincidences. Exactly that sort of neat and fantastic solution which would make a glorious detective story is employed to make an utterly preposterous book of history or criticism.

No, I do not think it is wrong to play with these nonsensical hypotheses; I have had great fun out of fitting them together. One of my friends maintains that Tacitus never lived and that his works are a forgery of the sixteenth century; another explains the whole life of St. Paul in terms of an unabated hatred for Christianity. I am not against playing the fool with these fancies, but I am against letting them play the fool with me. To take one case at random, one could certainly make a huge theory, upheld by many coincidences, that men's surnames have constantly suited them. It really is a remarkable thing to reflect how many frightfully fine men have had frightfully fine names. How could we have rounded off our sentences without such words as "Hannibal" and "Napoleon," or "Attila" and "Charlemagne." But there are more startling cases. There is one great artist whose art was ultimately sacred and seraphic, yet in its labour and technique peculiarly strenuous and military; if one looked at his work only

one would think of a harsh angel, an angel in armour. How comes it that this man actually bore the name of the Archangel Michael—Michelangelo? How comes it that a contemporary and more gracious artist happened to be christened after a more gracious archangel—Raphael?

Or take another case. If you or I had to invent out of our own heads a really shattering and shining name, a name fit for some flaming hero defying the stars, a name on horseback and high in the saddle—could we think of any so chivalrous or so challenging as Shakespeare? The

only one on the highest platform of poets; and it is certain that each of their names is the only exact rhyme to the other one.

That is what you might call a coincidence; but the coincidence goes further. The actual meaning of the two names is appropriate to the two men in their two positions. If there was one thing more than another that the Renaissance did it was to shake the spear, to brandish the lance even more than to use it, to value the lance more for its flapping pennon than its point. If there was one thing, on the other hand, that a Pope in the twelfth century had to do, it was to break the spear—to bend the thick necks of the throned fighters who could not otherwise have conceived anything so fine as fighting. William Shakespeare is really very like the exultant monster in the old Testament, who laughs at the shaking of the spear. But Nicholas Brakespeare stood in the Dark Ages for a simpler and more searching reminder, of Him who snappeth the spear in twain and takes off the wheel of the chariot.

The above is an impromptu instance of what I call playing with an idea; but the question is, what does one think of the idea? I will tell you what I think of it; I think it is complete bosh. I am almost certain that Raphael and Michelangelo are a coincidence. I am almost certain that Shakespeare and Brakespeare are an accidental rhyme. I will carry the fancy as far as I choose; but if it tries to carry me as far as it chooses, I will remind it of several things. I will point out to it that in plain fact the names of literary men are often quite arrestingly unsuitable. Newman was by no means a worshipper of novelty; and one of the most energetic and intelligent atheists of my acquaintance is saddled with the surname of Priest.

Or take a classic example. Can anyone read the cold and cutting work of Swift without feeling that his surname should have been Steele? Can anyone read the impetuous stuff of Steele without feeling that his surname should have been Swift? We should really feel much happier if we could talk of the brilliant blunders of Dick Swift, and the cool, saturnine strength of Jonathan Steele. In other words, my speculation about surnames is just large enough to fill a magazine article, but is not large enough to fill even a moderate-sized brain.

It is this power of recovery after extravagance that I urgently recommend. Indulge in all the most decadent or futile fantasies, as long as you can curb the indulgence, like that of alcohol. Ride on the nightmare, if you prefer such horse-flesh: only do not let the nightmare ride on you. Find the mare's nest, which rocks on the tallest and darkest trees, and steal the addled eggs: but do not make your breakfast off them every morning for ever. Learn to be nonsensical, and then to be sensible again; to create strange things, and still to be independent of them. Learn to suggest a thing, to urge it, to prove it, and still to disbelieve it. For the very few things that are really worth believing are not worth proving.



Photo. Haines

#### THE POLITICIAN OF THE MOMENT: THE RIGHT HON. DAVID LLOYD-GEORGE IN HIS ROBES AS CHANCELLOR OF THE EXCHEQUER.

Probably no Budget of recent times has been awaited with such eagerness, not unmingled with anxiety, as that which it was arranged that Mr. Lloyd-George should introduce on Thursday last. This exceptional interest arose from the fact that, while it was certain that a large addition to the national revenue would have to be made, it was a matter of extreme uncertainty from what quarter it would be decided to raise the amount required. Up to the last moment the current rumours on the subject were very conflicting.

very word is like Lancelot at his last tournament with a touch of the divine impotence of Don Quixote. In fact, I know only one surname that is really finer than Shakespeare, and that is Brakespeare, the only English Pope. A pleasing lyric in prose might be built up about the two of them; the one Englishman who rose to the highest of all official places, and the other who rose to the highest of all unofficial. Much eloquence and irony (if I had time to write them) might be uttered about the contrast between the English Pope, so humble and silent in his splendid publicity, and the English poet, so hearty and swaggering in his obscurity and neglect. It is at least certain that there was only one Englishman on the highest platform of priests, and



# THE FAITHFUL AT PRAYER BEFORE ADVANCING AGAINST THEIR COMMANDER.

DRAWN BY H. W. KOEKKOEK FROM A SKETCH BY OUR SPECIAL CORRESPONDENT.



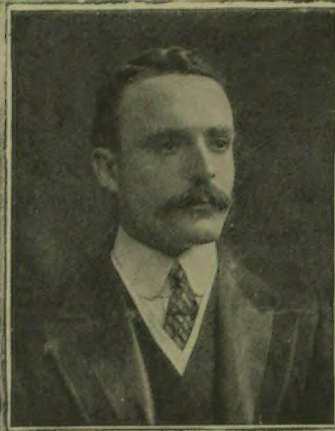
THE YOUNG TURK ARMY IN SIGHT OF CONSTANTINOPLE.

Among the many titles of the Sultan is that of "Commander of the Faithful," and it is interesting to note that, as most of the Young Turk army were true believers, they were really fighting against the titular head of the Mohammedan religion. The correspondent who sent us the sketch which formed the basis of this Illustration thus describes the scene, which he himself witnessed: "The chaplain (a Moslem 'hodja') of a regiment is praying at sundown on the highest eminence of a promontory,

with a line of the most devout 'believers.' They stood in the open, as shown in the picture, facing Mecca, their camp of new white tents below them, the Marmora far beneath, the capital of the Khalif, imperial Constantinople, in the distance to their left, across the Marmora Mount Olympus in the far distance. . . . Some of the Holy Men believe that the Koran is capable of liberal interpretation. The 'hodja' chaplain [the nearest figure standing], for example, carries a gun in favour of the Constitution."



## PORTRAITS &amp; WORLD'S NEWS



LORD BROOKE,

Eldest Son of the Earl of Warwick, Married on Thursday to Miss Eden.



LADY BROOKE,

Until Thursday last Miss Elfrida Marjorie Eden.

THIS is a notable year for important weddings in the Peerage. Following on those

of Lord Douro, Lord Dalmeny, and the Earl of Clanwilliam, Thursday saw the marriage of Lord Brooke, eldest son and heir of the Earl of Warwick, to Miss Elfrida Marjorie Eden, daughter of Sir William Eden. Lord Brooke was formerly a Lieutenant in the 1st Life Guards, and served in the South African War. During the Russo-Japanese War he acted as special correspondent for Reuter. He is now a

has fallen to the lot of Sir Gerard Lowther at Constantinople. It was only last year that he was placed in charge of the British Embassy there, and he has certainly had no cause to complain of dullness. We may be sure that British interests are safe in his hands, for he has had a very wide and successful experience in the diplomatic service, nor is it his first sojourn at the Turkish capital. From 1904 to 1908 he was Minister at Tangier.

journalistic success was his report of the great storm at Galveston in 1898, when, in the face of many difficulties, he entered the town (from which correspondents were excluded) disguised as a labourer, with his camera wrapped up in a handkerchief.

Cricket has lost a memorable enthusiast and generous patron in the Earl of Sheffield, who died last week at Beaulieu, in the South of France, at the age of seventy-seven. On leaving Eton he entered the Diplomatic Service, in which he spent some time at Copenhagen and Constantinople. In 1857 he was elected M.P. for East Sussex, but retired in 1865. He succeeded to the Peerage in 1876. He was President of the Sussex County Cricket Club for many years, and both county and Australian cricket owe a great deal to his interest in the game. The Australians at one time usually opened their season here with a match at Sheffield Park, and in 1892 Lord Sheffield took an English team (including W. G. Grace) to Australia; and presented the Sheffield Shield, which has since been annually competed for in the inter-State matches. The first South African team which came to England, in 1894, also opened their season at Sheffield Park. A great favourite of Lord Sheffield's was the famous bowler, Alfred Shaw, whom he engaged to coach young Sussex players, and took with him on the Australian tour as general manager. Lord Sheffield was never married, and his various titles become extinct, except that of Baron Sheffield of Roscommon which has now passed to Lord Stanley of Alderley.

THE LATE EARL OF SHEFFIELD,  
A great Patron of Cricket.



SEÑOR JUAN MACIAS DEL REAL,  
Who Denounced the Spanish Cabinet in Connection with Naval Contracts.

publication of "The Baronet and the Butterfly." Sir William himself is an artist of note, as well as a soldier and a sportsman.

Ours is not the only country where the Navy is a vexed question. When the contract for the new Spanish naval squadron was given to Messrs. Vickers, Son, and Maxim, the Spanish Government were denounced by certain newspapers as unpatriotic. The Press campaign had a startling sequel. Señor Juan Macias Del Real, Chief of the Bureau of the Naval Minister, whose portrait we give, handed to the President of the Chamber of Deputies a written impeachment of all the Ministers. Two days later, Señor Macias was arrested and imprisoned. Meanwhile, the newspaper controversy continued, and the result of his trial has been eagerly awaited.



RT. REV. CHARLES HAMILTON, D.D.,  
BISHOP OF OTTAWA.  
Elected Metropolitan of Eastern Canada.

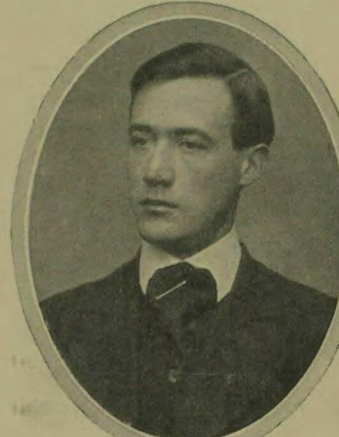
Metropolitan of Eastern Canada has just been announced, will eventually become Primate of the whole Dominion. Bishop Hamilton, who was born in 1834 and ordained in 1857, spent the first twenty-eight years of his clerical life in Quebec, and from 1885 to 1896 was Bishop of Niagara.

Mr. Stanley Berkeley, whose death took place a few days ago, was a constant exhibitor at the Royal Academy, where his battle scenes were very familiar. His numerous pictures of this kind included "The Charge of the French Cuirassiers at Waterloo," "Dargai," "Atbara," "Omdurman," and "Heroes of the Tugela." He was also fond of animal and other natural history subjects, which he often treated humorously for children's books.

It must be seldom that an Ambassador finds himself in the midst of such a serious crisis, within a year of taking up a new appointment, as



SIR GERARD A. LOWTHER, K.C.M.G.,  
British Ambassador at Constantinople.



MR. FREDERICK MOORE,  
The War Correspondent Wounded at Constantinople.

War-correspondents have always shown the greatest courage in their perilous work, and the traditions of their profession were nobly maintained by the young American

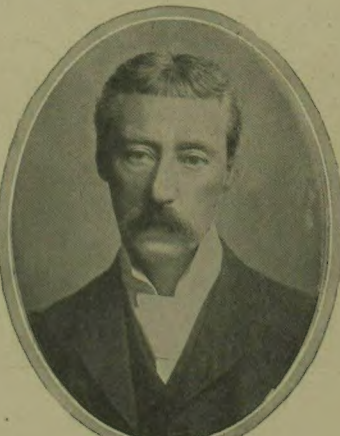


Mayo, Duncan, Braid, Taylor. [Photo. Topical.]  
THE GREAT GOLF FOURSOME FOR £100 A SIDE: MAYO AND DUNCAN v. BRAID AND TAYLOR.

journalist, Mr. Frederick Moore, correspondent of the *New York Sun*, who was severely wounded during the attack on Constantinople last Saturday. Street fighting presents especial difficulties and dangers to Pressmen,

is believed to be the guiding principle of the new member of the Committee of Imperial Defence, Admiral of the Fleet Sir Arthur Knyvet Wilson, who is sometimes spoken of as "the silent Admiral." At any rate, it is a very desirable principle in the matter of national security. Sir Arthur has seen a great deal of active service—in the Crimean War, the Chinese War of 1865, in Egypt in 1882, and in the Soudan two years later. He commanded the Channel Squadron from 1901 to 1903, and for the four years following was Commander-in-Chief of the Home and Channel Fleets.

Scottish theology in general and the United Free Church in particular have suffered a heavy loss by the death of the Principal of New College, Edinburgh, the Rev. Dr. Marcus Dods. Dr. Dods was born in 1834, and educated at Edinburgh Academy and University. He was licensed as a minister of the Free Church of Scotland in 1858, and six years later he was ordained to Renfield Free Church, Glasgow. In 1889 he was appointed Professor of New Testament Theology at New College, Edinburgh, the seminary of the United Free Church, and



THE LATE MR. STANLEY BERKELEY,  
The Well-known Painter.



THE LATE REV. DR. MARCUS DODS,  
Principal of New College, Edinburgh.

and it appears that Mr. Moore's camera was mistaken for a revolver while he was trying a snapshot. He has already had many exciting experiences—in Russia during the Jewish massacres, in Morocco, and in Serbia at the time of King Alexander's assassination. His first

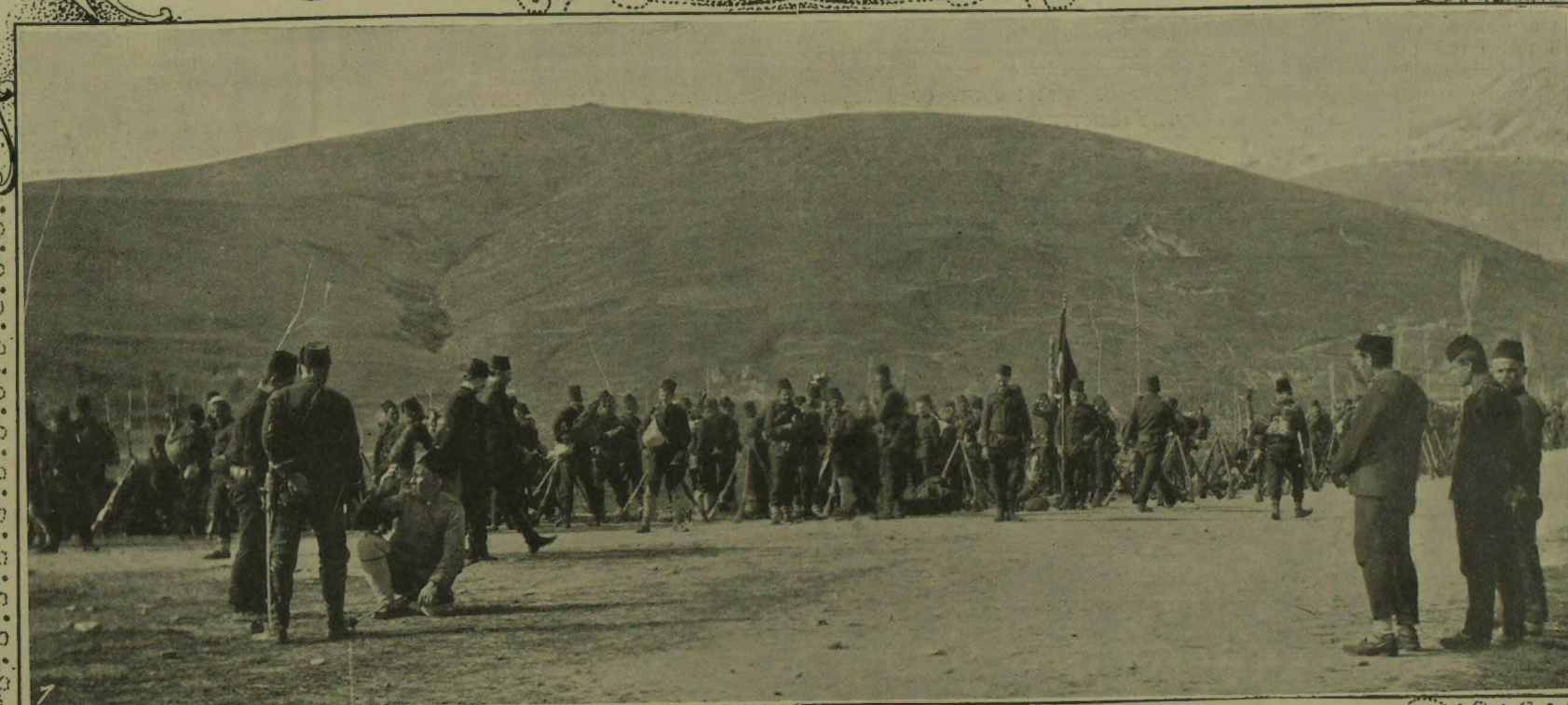
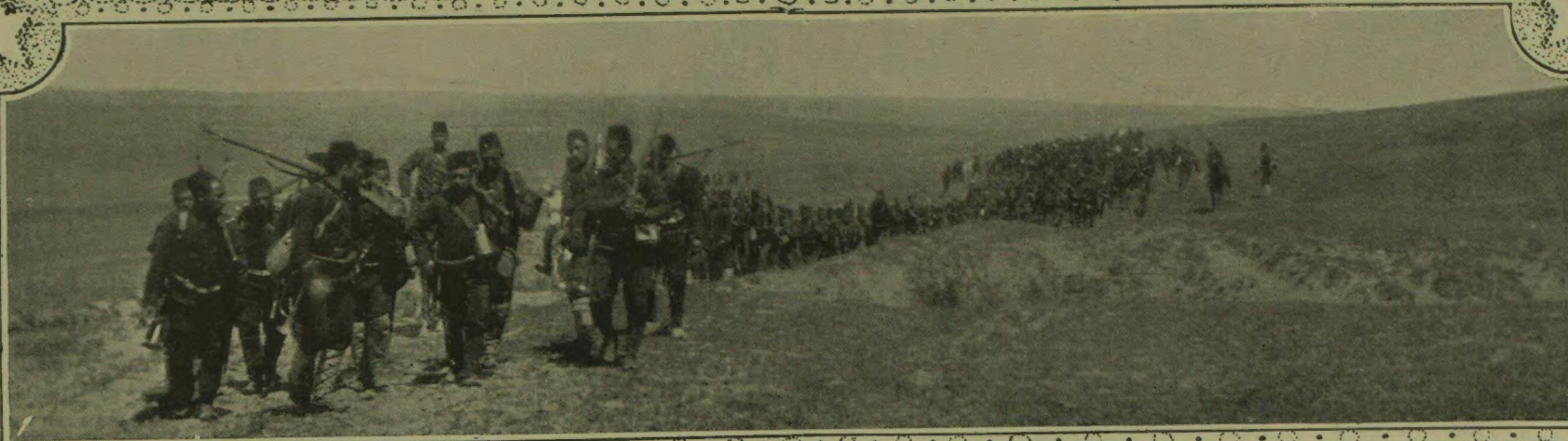


ADMIRAL OF THE FLEET SIR ARTHUR  
K. WILSON, G.C.B., V.C.  
Appointed a Member of the Committee of Imperial Defence.

[Continued overleaf.]



# THE INVESTING ARMY AT THE WALLS OF CONSTANTINOPLE: THE YOUNG TURKS' FORCES, WHICH CAUSED A CHANGE OF SULTANS IN TURKEY.



1. NEARING CONSTANTINOPLE: THE ARMY OF THE YOUNG TURKS ON THE MARCH.

2. A MIXED ARMY: MEN OF THE YOUNG TURKS' FORCES ON THEIR WAY TO CONSTANTINOPLE, SHOWING, IN THE FRONT RANK, A "HODJA," OR HOLY MAN, AN ALBANIAN IN A WHITE FEZ, TURKISH REGULARS, AND A BULGARIAN VOLUNTEER.

3. MEN WHO TAKE THE PLACE OF DRUMMERS: BUGLERS OF THE TURKISH ARMY NOW IN POSSESSION OF CONSTANTINOPLE.

4. TYPE OF TURKISH BUGLER, WHOSE "CEASE FIRE!" LED TO THE CAPTURE OF THE TASHKISHLA BARRACKS.

5. THE MEN WHO LED THE ARMY AGAINST THE SULTAN: YOUNG TURK OFFICERS IN CAMP OUTSIDE THE WALLS OF STAMBOUL.

6. WITH THE INVESTING ARMY: A TURKISH VOLUNTEER FOR THE CONSTITUTIONAL FORCES.

7. OUTSIDE CONSTANTINOPLE: PART OF THE YOUNG TURKS' ARMY.

The army of the Young Turks, from Salonika, entered Constantinople on April 24, meeting considerable resistance at the Taxim and Tashkishla Barracks. It is open to doubt whether the opposing troops really knew what they were fighting for, and it is worth mentioning, in confirmation of this, an ingenious ruse which led to the capture of the Tashkishla Barracks. A Young Turk officer ordered a bugler to sound the "Cease fire!" Both sides, being Turkish soldiers, obeyed the familiar signal. A parley ensued, and the barracks surrendered.

PHOTOGRAPHS BY OUR SPECIAL CORRESPONDENT AT CONSTANTINOPLE.





ST. GEORGE'S DAY AT STRATFORD-ON-AVON: MR. WHITELAW REID AT THE HEAD OF THE PROCESSION TO SHAKESPEARE'S COTTAGE.

Stratford-on-Avon celebrated St. George's Day, and the probable date of Shakespeare's birth, with the usual ceremony. The theatrical part of the celebration was represented by a performance of "Cymbeline," given in the Memorial Theatre by Mr. Benson and his company.

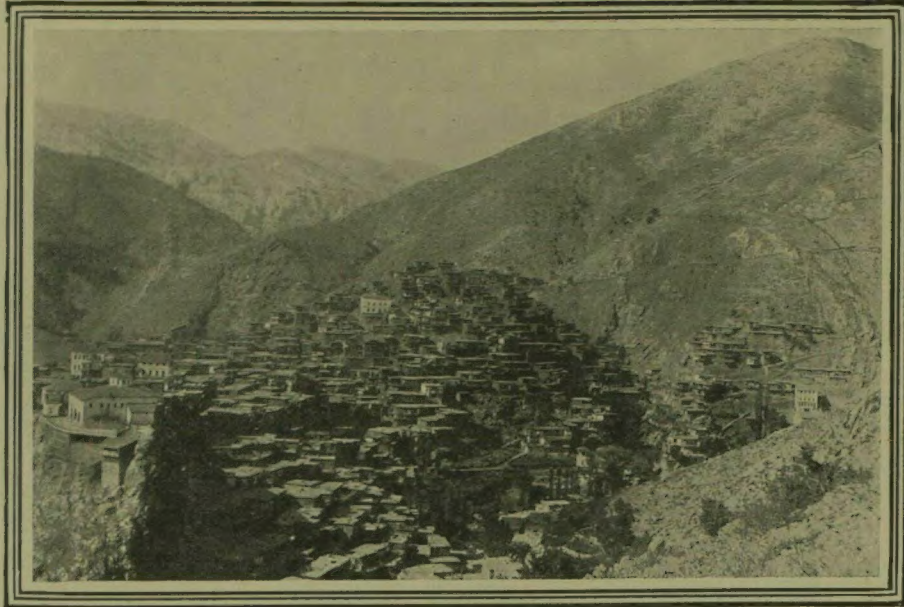
became its Principal two years ago. He was the author of a great number of books, both theological and pastoral, and contributed numerous articles to the "Encyclopædia Britannica."

**The King at Malta.** Once more his Majesty, in his recent visit to Malta, exercised that special gift of his, which, as Sir Edward Grey said, has never been excelled, of diffusing a spirit of goodwill wherever he goes. The Queen also won the hearts of the people as she moved among them and visited the sufferers in the hospitals. The Maltese were especially delighted with the knighthood conferred upon their Archbishop, Monsignor Pace, on whom the King bestowed the honour of a K.C.V.O. Never since the Reformation has an Archbishop of Malta—who is, of course, a Roman Catholic dignitary—been so decorated by an English monarch. It is by such graceful acts as these that loyalty is kindled and Imperial patriotism stirred. Were it found necessary to extend the Territorial system to our Mediterranean stations, doubtless there would be no lack of Maltese "Terriers."

**The Future of Turkey.** Turkey stands now on the threshold of a new era. The despotism has been finally broken, in European Turkey at any rate, and the world is waiting to see whether the victorious Young Turks will be able to organise and consolidate the whole Ottoman Empire on a constitutional basis. The process, no doubt, will be gradual and difficult, for there is still a large element of fanaticism, and of bigoted adherence to the old régime, latent in the widespread Turkish dominions. This element will probably establish itself mainly in Asiatic Turkey, and the settlement of that part of the Empire will prove the principal difficulty which the reformers have to face. Although the Sultan's personal power was destroyed by the events of last Saturday, he remained a possible rallying point for reactionaries east of the Bosphorus. It has even been suggested that Turkey may split up into two distinct parts—one in Europe and one in Asia Minor; but for the sake of the unfortunate people in the latter region who continue to be

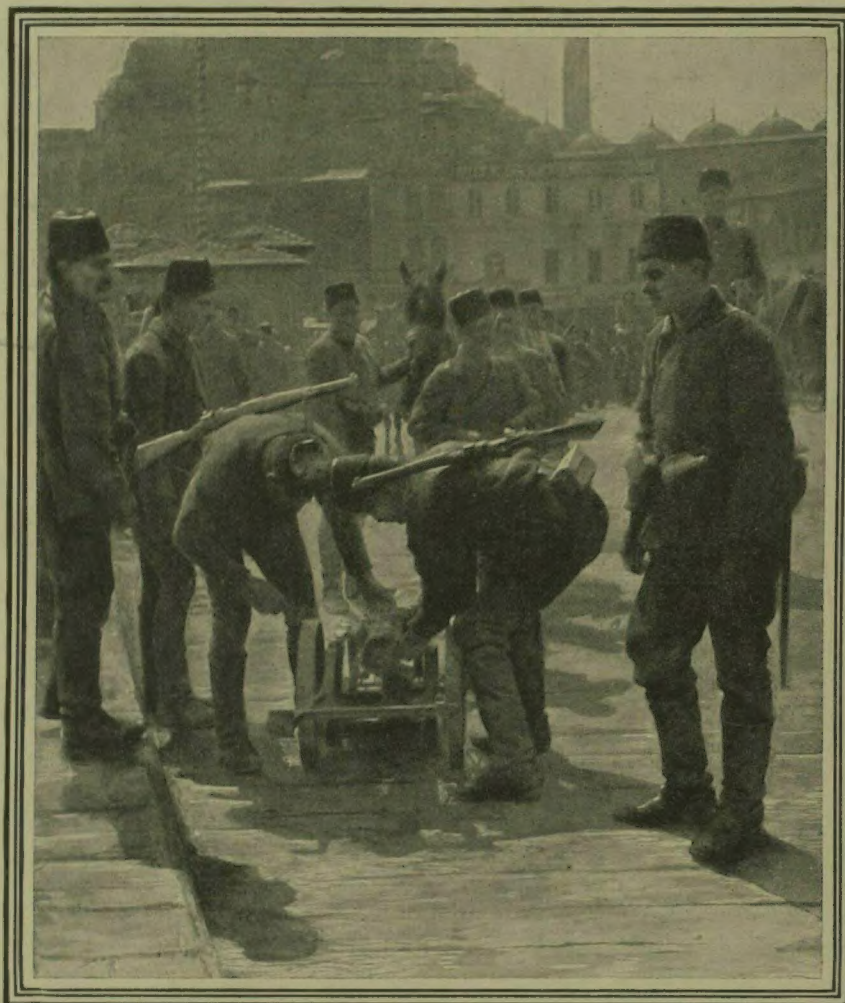
massacred by fanatics, it is to be hoped that the Young Turks will succeed in controlling the Eastern

our greatest living poet, Mr. William Watson, in his famous sonnets on "The Purple East," always associated with the name of "Abdul the Damned," now Abdul the Deposed.



IN THE DISTRICT OF THE SYRIAN MASSACRES: HAJIN, IN THE VILAYET OF ADANA.

The Mohammedans' Spring Festival and news of the overthrowing of the Government of the Young Turks led to the massacre of some ten thousand Armenians in the Syrian towns and villages, notably in the vilayet of Adana. Hajin was the scene of the mission of Mr. Rogers, who was murdered.



AN ECHO OF THE MUTINY OF APRIL 13: TROOPS THAT REMAINED FAITHFUL TO THE CONSTITUTION OPPOSING A MITRAILLEUSE TO THE MUTINEERS ON THE GALATA BRIDGE.

as well as the Western portion of the Empire. By means of education and strong government, they may eventually put an end to horrors such as those which stirred England so deeply in 1895, and which

ing districts were considerable. The young King arrived quickly on the scene of the disaster, with the Ministers of Marine and Public Works, and took prompt measures for the relief of the starving and homeless population.

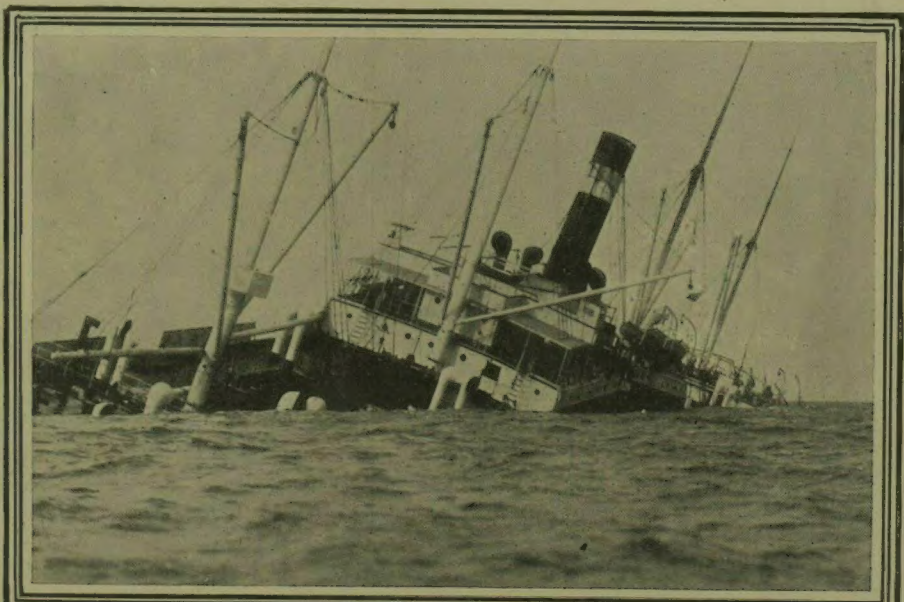
**Our Supplement:** On two occasions during the past week "The Age of Giants," their Royal Highnesses the Prince and Princess of Wales have evinced the interest they always take in the life and work of the nation. The first was their visit to the Building Exhibition at Olympia, which took place informally and without any public announcement last Saturday, when they spent two hours inspecting the exhibits. On Monday last they went to Sheffield, to open the fine new library presented to the University of that city by Mr. Edgar Allen, at a cost considerably exceeding £10,000. Sheffield University, which grew out of Firth College, is one of the most important of those institutions which in recent years have borne witness to the intellectual development of our great industrial centres. The main University buildings were opened by his Majesty the King, accompanied by the Queen, in 1905. After lunching with the Lord Mayor of Sheffield at the Town Hall on Monday, their Royal Highnesses repaired to the University, where the honorary degree of "Doctor of Letters" was conferred upon the Prince of Wales, and also upon Mr. Allen. His Royal Highness afterwards presented medals to the Hallamshire Rifles (York and Lancaster) and the Sheffield Engineers. To commemorate the occasion, we give an elaborate Supplement this week, entitled "The Age of Giants," illustrative of the various industrial activities at the great Yorkshire city, the centre of the world's steel industry.

**Earthquake in Portugal.** Doubtless the inhabitants of Lisbon have been reverting in thought, during the past week, to that terrible year 1755, when their city was destroyed by earthquake. The capital has since been practically rebuilt. The recent shocks did not inflict much damage on the city itself, but the loss of life and destruction of property in some neighbouring districts were considerable. The young King arrived quickly on the scene of the disaster, with the Ministers of Marine and Public Works, and took prompt measures for the relief of the starving and homeless population.



TO BE OPENED BY LORD MORLEY: NEW BUILDINGS OF THE MANCHESTER UNIVERSITY UNION.

Lord Morley, Chancellor of the University, has promised to open the buildings, which have been erected at a cost of £25,000. In the building are reading-rooms, games-rooms, a drawing-room, a billiard-room with three tables, libraries, and a debating-room for women.



LOST ON GOOD FRIDAY: THE LINER "MAHRATTA" BREAKING UP ON THE GOODWIN SANDS.

The "Mahratta," of Liverpool, went ashore on the Goodwins on Good Friday, while on her way home to London and Dundee from Calcutta. No lives were lost. The vessel and her cargo are said to be valued at over two hundred thousand pounds. The vessel is breaking up.



# IN THE ROYAL PALACE AT THE HAGUE: THE QUEEN GOES WALKING.

DRAWN BY A. FORESTIER, OUR SPECIAL ARTIST AT THE HAGUE.



ESCORTED BY THE PRINCE CONSORT AND ACCOMPANIED BY A LADY-IN-WAITING: QUEEN WILHELMINA  
WALKING IN THE GROUNDS OF HER PALACE.



## ART · MUSIC · and · the · DRAMA ·

## ART NOTES.

THE Professional Painter is hard put to it to maintain his enthusiasms and his sincerity and to keep the innocence of his eye. His daily task, like his daily bread, becomes uninteresting. But the Amateur—by whom we mean Mr. Roger Fry—is ardent, or amused, as the case may be, whenever he takes up his brush. He is the slave of no studio properties, and the servant of no sitters. He paints only on those days when he awakes in the Italy of Gentile Bellini, or when the poetry of the "Purgatorio" calls out its commands upon his pencil. Or, if he paints when his mood is confined, he explores the formal English landscape of a Jane Austen novel, and fails because memories of Hokusai's mountains or of the "slender landscape and austere" of St. Francis's Umbria break in upon his vision. Then the Amateur puts aside Jane Austen, and leaves Sussex for Perugia or the Dolomites.

Of Mr. Fry's drawings at the Carfax Gallery, the most interesting are "Near Sion," "Rome," a city reconstructed to suit Mr. Fry's little water-colour scheme; "The Soul's Arriving in Purgatory," "Dante's Last Night in Purgatory," in which the recumbent figures mimic Mantegna's sleeping disciples in the National Gallery; "The New Moon," and "The Valley of the Kings." To follow Dante on his ghostly journey would be an intolerable intrusion in one less gifted than Mr. Fry. The sheer beauty of his drawings, and his successful borrowings of the art conventions of an age in which painters were the companions of the poets and the saints, are his justification.

South Africa is evidently not to possess its "real chromolithographs" of monarchs and ex-presidents in peace of mind. "Purchased for the proposed Johannesburg Gallery" is the legend under three of the most important of Mr. Wilson Steer's brilliant canvases at the Goupil Gallery. The mines of South Africa have given their millions to a people more knowing in the matter of pictures than the average Boer or Briton, and it is diamond money that sends Mr. Steer's pictures to Johannesburg. We wish we could report a label which promised "The Balcony" or "In a Park" to the London National Gallery of British Art.

He knows when to sit down, said Corot of an admired artist; and it is because Mr. A. Forestier knows so well when, in other words, to cry a halt to his wanderings and to set up his easel that his sketches of Flanders and the Ardennes, exhibited at the Brook Street Art Gallery, are eminently pleasing. His point of view, whether of the Liège fountain or the Brussels highway, is always the right one; he captures the place of greatest vantage, and half his work is done before he has put brush to paper. Most happily rendered are the drawings of "Eel-boats Near Nieuport," with the skeleton quays of planks and poles jutting out from the water's edge, and "Among the Dunes," in which the freedom of brushwork most felicitously expresses the wind-swept expanses of loose sand. Mr. Forestier's usual method is one of brisk and interested commentary, but in the "Quai du Rosaire" he has surrendered himself to the emotions of the hour when "the cowed night kneels on the Eastern sanctuary-stair." Mr. Forestier's exhibition is full



Photo, Nadar.

MR. VANNY MARCOUX.

of interest: the artist's instinct has, in his case, been much aided and abetted by the hard

COVENT GARDEN OPERA:  
BASSES AND BARITONES.

practice of a notable career. Another strolling painter is Mr. Norman Garstin, who shows



Photo, Dobkin Bros.

MR. ARMAND CRABBE.



Photo, Mishkin.

MR. FERNANDO GIANOLI-GALLETTI.



Photo, Mishkin.

MR. G. MARIO SAMMARCO.

his sketches, chiefly of France, at the Walker Gallery. His taste is for the small country town, and he has strolled in many a market square, and past the shuttered houses of long, sleepy streets; the Cathedral porch, the tannery yard, the roundabout, the sweetmeat stall, have caught his heart and brush; and Monsieur le Curé, cassocked in black, seen in front of his pink distempered church, is the sort of personage most proper to Mr. Garstin's pictures. Mr. Garstin's allegiance to Newlyn is suggested in the admirable portrait of the energetic Crosbie. E. M.

## MUSIC.

THE competition between the leading orchestras in London grows keener month by month, and the new recruits are making great progress. Mr. Beecham's concert last week brought the usual complement of novelties, and paid considerable attention to Miss Ethel Smyth's opera "The Wreckers," from which the prelude to the second act and some songs were taken. Rimsky Korsakoff's strangely impressive symphonic work, "Antar" was heard to advantage, and throughout the concert the audience had ample evidence that Mr. Beecham spares no pains to rehearse the works chosen in most complete fashion. Directors of big orchestras do not find it easy to secure adequate rehearsals—the cost is considerable, far more than it is on the Continent—but it is clear that Mr. Beecham's motto is "Thorough"; and there is much reason to hope, and little reason to doubt, that in the long run the policy will pay, while, as his orchestra's repertory grows, the need for elaborate rehearsals will diminish. The selections from "The Wreckers" were the more interesting, for, when that much-discussed opera is performed at His Majesty's next month, Mr. Beecham will conduct the performances.

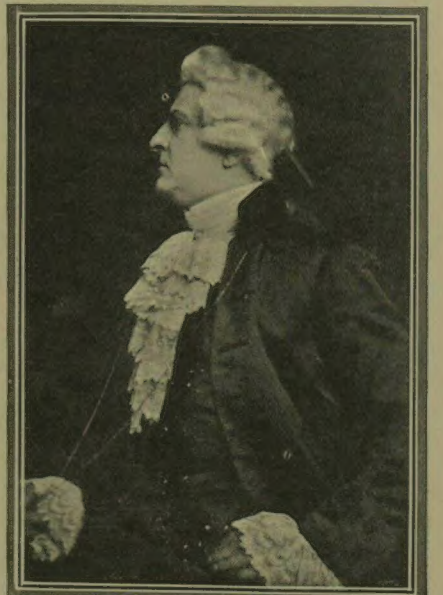
M. Mlynarski, who made a considerable impression when he visited the Queen's Hall for the first time, has increased his reputation. At the recent concert given by the London Symphony Orchestra, he proved that he can interpret the music of such widely differing masters as Tchaikovsky and Richard Strauss with insight and vigour, and the rich and varied effects he obtained from the orchestra were second to none that it yields to the bidding of the other great conductors who take charge of its destinies from time to time.

The New Symphony Orchestra, under the direction of Mr. Landon Ronald, gave an interesting concert last week. Mr. Francis MacMillen, the American violinist, contrived to invest Mendelssohn's Concerto with some virility as well as sweetness; in his hands it was not the sentimental

affair that some of his countrymen have made it in recent years. Mr. Landon Ronald's reading of the Fourth Tchaikovsky Symphony was big and broad, and a novelty was introduced and conducted by Mr. Filson Young—an orchestral arrangement of the first set of fugues written by Schumann on the name "Bach."

For the past few days the Queen's Hall Orchestra has not been so much in evidence; but it has given a concert under Mr. Henry Wood's direction for the benefit of the Endowment Fund, a very deserving aid to sick or superannuated players, and one that must appeal strongly to the many who remember with gratitude the splendid work done by the orchestra since its establishment in the interests of British music. Few men add more to the public enjoyment than our orchestral players; few work harder under all conditions that make for stress and difficulty; and few get less material reward for their labours.

Special interest attaches to the short series of recitals to be given at the Queen's Hall by Eugene Ysaye and Raoul Pugno. It is hardly uncomplimentary to M. Theophile Ysaye, who accompanied his brother last year, to say he is not quite big enough for the task. He is an excellent musician and a skilled accompanist; but a player of Eugene Ysaye's calibre demands nothing less than a great interpretative artist to be his associate, and M. Pugno is the man required.



Photo, Garo.

MR. ANTONIO SCOTTI.



Photo, Guigoni and Bossi.

MR. ANGELO SCANDIANI.



LADY TEAZLE AT 18: THE YOUNGEST STAR IN THE ALL-STAR CAST  
OF "THE SCHOOL FOR SCANDAL," AT HIS MAJESTY'S.



MISS MARIE LÖHR AS LADY TEAZLE.

Miss Marie Löhr, who is playing Lady Teazle, at His Majesty's, with considerable personal success, is not yet nineteen—to be precise, she was born in July 1890. Young as she is to play the part, she has not created a record in the matter: Mrs. Rose Edouin, a sister of the late Willie Edouin, played Lady Teazle when she was but seventeen.

DRAWN BY G. C. WILMSHURST.



# THE WHAT-NOT-TO-BUY EXHIBITION: A SHOW OF "HORRIBLE EXAMPLES" OF SO-CALLED ART IN THE LANDES-GEWERBE MUSEUM AT STUTTGART.



THINGS TO AVOID: WOOD POSING AS CHINA AND FARTHENWARE.



THE AIR-SHIP CRAZE: "ZEPPELIN" SOUVENIRS  
IN VARIOUS FORMS.



FULL OF IMITATIONS: A CABINET OF  
"OBJETS D'ART."



MADE IN THURINGEN: A "COPENHAGEN"  
CAT.  
(Inartistic as compared with the real, and excellent,  
article, illustrated below.)



THE REAL ARTICLE: A COPENHAGEN CAT.



ART IN WRONG FORM: A STOVE IN THE SHAPE OF A  
SUIT OF ARMOUR.



ALL MADE OF METAL: A BASKET AND A  
METAL NAPKIN.



VERY NEW ART: A CABINET OF SECESSION TYPES SHOWN  
AT THE EXHIBITION.



ALL OF GLASS: A GLASS TRAY WITH A  
GLASS NAPKIN.

The Königliche Landes-gewerbe Museum at Stuttgart has a department in which are exhibited objects of art which the authorities of the Museum believe should be abolished, and show as "horrible examples." Without in any way agreeing with or disagreeing with the Museum's verdict, we give these examples of the work it holds up to scorn. Included in the exhibits are articles made of poor material or injured during manufacture; articles made of "freak" material, such as fish-scales, human hair, bones and skin, postage stamps, and busts of the Kaiser in chocolate; articles in which there is a bad mixture of materials, such as silk-work on linen; articles that are absurdly brittle considering the uses to which they must be put; articles masquerading as one material when formed of another; articles that are wrongly constructed, or whose proportions are wrong; articles whose form differs widely from the form they should take considering their use; and articles of every sort that are over-cheap, that are imitations of more costly things, that play upon religious or patriotic sentiment.



## WILD CAMELS IN SPAIN: DWELLERS IN MARSHLAND.

DRAWN BY R. CATON WOODVILLE.



### STRANGERS TO THE DESERT: AN UNEXPECTED MEETING WITH WILD CAMELS IN SOUTHERN SPAIN.

Within historic times the camel has been known to exist in its wild state in but two districts. Wild camels were found in the Kum-tagh desert of Central Asia by Colonel Prejevalsky; and they are known to exist in Southern Spain. Our Illustration concerns the latter. Always associated with arid and sandy plains, the beasts would seem strangely out of their element in the district of Spain in which they live, for it is always marshy and is subject to inundations for six months out of the twelve. The district in question is the vast waste between the borders of the Cote de Omaña and the Guadalquivir. The wild camels are so shy that they are but seldom seen, and it is more than difficult to get within shot of them. They are descended from those camels brought from the Canary Islands by Diego Barrera, in 1829, for Domingo Castellanos, Administrator to the Marquis de Villa Franca. Their ancestors were abandoned; as they frightened the horses; so became practically ownerless and went back to a wild state.





THE SECOND REVOLUTION: THE SULTAN REVIEWING THE TROOPS WHO GAVE HIM BACK ABSOLUTE POWER BY OVERTHROWING THE YOUNG TURKS' GOVERNMENT—POWER HE LOST WHEN THE YOUNG TURKS OCCUPIED CONSTANTINOPLE.

There seems little doubt that the occupation of Constantinople by the Young Turks, and especially the surrender of the garrison of Yildiz Kiosk, robbed Abdul Hamid the Second of the whole of that despotic power that was his for three-and-thirty years. It will be remembered that the first bloodless revolution placed the Young Turks in power; then came a second revolution, and the Young Turks were overthrown; now we have the third revolution, with the Young Turks once more in power. Concerning the sketch from which this drawing was made, our correspondent writes: "It was known that the 16th, the occasion of the first *selamlık* after the new revolution, would be a festive day for the garrison of Constantinople who overthrew the Government of the Committee of Union and Progress and appealed to the Khalif of Islam, Abdul Hamid. Many people, being apprehensive of an attack upon the Sultan, and a subsequent massacre, remained at home; but your correspondent, taking the opposite view, was rewarded by an unusual scene. With the object, one must suppose, of further firing the soldiers and the mob (amongst whom were now no Young Turk officers) to their mad faith in the 'Khalifat,' this Khalif caused a long-coated mullah to pray for the might of Islam, for the Empire, and for him, Abdul Hamid—whose name was sounded in a high voice—while he stood at the window with his new Grand Vizier, Tewfik Pasha, and his favourite son, Burhan-Eddin Effendi; and, with his hands out before him in a manner signifying the receiving of the blessing, in the same way as every Moslem in the vast assembly except the soldiers, who held their guns saluting him, cried with the multitude the frequent, full, impressive 'Amin!' Immediately after the prayer, the entire garrison was ordered to march past his Majesty in review, while the haggard, frail old man stood upon his feet for at least half an hour saluting each regiment as it passed him."—[DRAWN BY H. W. KORKKOR FROM SKETCHES BY OUR SPECIAL CORRESPONDENT.]



## AT THE SIGN OF ST. PAUL'S



M. W. B. MAXWELL,  
Whose "Seymour Charlton," is to be  
published by Messrs. Hutchinson.

Photo. Russell



A FATHER OF PRINTING  
CAXTON

ANDREW LANG 1422-1491  
ON

"BOOKS  
WANTED."



MR. W. E. NORRIS,  
Whose "The Perjurer" is to be pub-  
lished by Messrs. Constable.

Photo. Elliott and Fry.

THE most illiterate people, mere brows-  
ers on newspapers and strugglers in  
competitions, may happen to come into the  
possession of books. Somebody dies, and  
his volumes reach the hands of his kins-  
folk, who know nothing of book-prices. If the kins-  
folk be women, in a country place, they generally sell

of "Books Wanted"—which appear in some jour-  
nals—to see whether he possesses any of those  
"wanted"; and, if he does, to send them to  
Messrs. Sotheby's, and let them take their chance  
in sale by auction.

Such a list lies before me. A spirited bookseller  
offers one pound for Fielding's "Tom Jones" (1749).  
If you have the novel—six small volumes—in the  
original binding I do not know what it is  
worth, perhaps twenty pounds. In a modern  
binding, if I may judge by my own  
copy, it may be worth three  
pounds; at least, I paid five for  
my own. For "Flore  
et Zéphyre,  
Ballet Myth-  
ologique,  
par Théop-  
hile Wag-  
staffe," with  
eight plates,  
forty shil-  
lings are  
offered. Per-  
haps the  
collector of  
Thackeray's books would give forty pounds, perhaps  
he would give more, for Théophile Wagstaffe was  
Thackeray, and the trifle must be rare; I never  
saw a copy

For "Gebir, a Poem. Paper Covers. 1798," three  
pounds are offered. "Gebir" is Landor's poem, and I  
suspect that the owner could get a rather higher  
price than three pounds; and certainly more than  
that can be obtained for "The Germ," the famous  
little magazine of Rossetti and the other Pre-Raphaelite  
brethren. Ten shillings for Gray's "Odes" (1757)  
ought not to be accepted without further inquiry,

"Fugitive Pieces" must be the rarest  
of rare books, and worth anything that  
a bibliomaniac can afford to pay. There-  
fore, it would be unwise to yield to the  
temptation of a bid of half-a-sovereign.



Photo. Dubout.

NOW ON A VISIT TO THIS COUNTRY, KATE DOUGLAS  
WIGGIN (MRS. GEORGE CHRISTOPHER RIGGS).

We publish the latest portrait of Kate Douglas Wiggin, author of  
"New Chronicles of Rebecca," "The Old Peabody Pew," "Rose of the  
River," and other works.

the books to some local tradesmen for about a penny  
a volume. Perhaps, in the majority of instances, the  
books would nowhere fetch a  
better price. Still, there must  
be cases in which, by one acci-  
dent or another, books highly  
valued by the Fancy are dis-  
posed of for a few pence.

The taste of the bibliophile  
must always be a mystery to  
the general public. Why should  
a scrubby volume of Keats or  
Shelley, in boards, be worth  
from thirty to a hundred pounds  
or more, while the very same  
book, if bound, whether "mur-  
derously, in half-calf," or mag-  
nificently in morocco, is valued  
at from two to ten pounds? This  
is one of the rules of the  
game of book-collecting: they  
are complicated and of obscure  
origin, like the rules of Rugby  
football.

It is not easy to advise the  
person who finds himself, or  
herself, in possession of old  
books. Few people want to  
keep them, most desire to sell  
them, and really it is difficult to  
obtain sound and disinterested  
advice as to their market value. A pretty safe plan  
for the hesitating owner is to look through the lists

What is "Fugitive Pieces" (Newark, 1806)? I  
would not take ten shillings for it, as it some-  
how suggests to memory the name of Byron as  
the author. You see, in 1807, Byron published his  
"Hours of Idleness" at Newark, and in the previous

though I do not know how many pounds the book  
usually fetches in the market.

Jane Austen's novels, in first editions and in  
boards, are very rare; when you do come across  
the books they are usually cut and bound. Therefore  
be not tempted by fifteen shillings for each novel. I  
have only one of them, "Emma," and this "Emma"  
has been read by some person who was eating plum-  
cake. Traces of her bliss, in the shape of stains  
from rich plum-cake, adorn  
almost every page. This "Em-  
ma" would be dear at three-  
pence.

Three pounds each is offered  
for each of the three original  
volumes of Keats (1817, 1818,  
1820). You might not find it  
easy to buy them for less than  
a hundred pounds, so do not  
sell them for nine.

By no means take five for  
"Poems by Margaret Nicholson,  
1810," but try to get as many  
hundreds as possible. Margaret  
was Percy Bysshe Shelley, in  
1810 a lively undergraduate.  
The book must be of the  
greatest rarity and the highest  
price, though the poems are  
pure trash.

Poe's "Al Aaraaf, Tamer-  
lane, and Minor Poems" (Balti-  
more, 1829) is practically price-  
less. I never saw a copy,  
except that of Mr. Locker-  
Lampson. For this treasure the  
bookseller offers twenty-five shil-  
lings. Do not be in a hurry to "throw a pearl away  
richer than all his tribe."



LONDON IN THE DAYS OF THE SECOND GEORGE: THE HORSE GUARDS, AS IT WAS  
ABOUT THE YEAR 1750.



LONDON IN THE DAYS OF THE SECOND GEORGE: ST. JAMES'S PARK AND BUCKINGHAM HOUSE, IN 1741.

year he had produced a volume for private circula-  
tion. If that were "Fugitive Pieces" (Newark, 1806),



A SALON PICTURE BY A BOY OF TWELVE:  
A SENSATION OF PARIS.



BY THE YOUNGEST PAINTER WHO HAS EVER EXHIBITED IN THE PARIS SALON:  
THE PICTURE BY MAURICE LAVALLARD.

Maurice Lavallard, who is twelve years of age, had the picture he submitted to the hanging committee of the Paris Salon accepted at once and unanimously. The picture in question is here reproduced. The young painter's portrait, it will be remembered, was published in our issue of April 17.



# FROM THE WORLD'S SCRAP BOOK.



*Photo. Day.*

THE MOST CURIOUS BRITISH UNIFORM:  
AN ENGLISH OFFICER IN TIBET.



*Photo. Hamilton.*

DRUMMER TO A FRENCH MUNICIPALITY: A REMARKABLE  
FUNCTIONARY.



*Photo. Day.*

AN EXPONENT OF THE BLACK ARTS:  
A MAGICIAN OF A TIBETAN MONASTERY.



*Photo. Place.*

A THEATRE THAT COST NEARLY A MILLION POUNDS:  
THE NEW THEATRE IN RIO DE JANEIRO.

The building, which has been erected at a cost of nearly a million pounds, stands in the beautiful Avenida Central, which runs through the city in a straight line for two miles.



*Photo. Grahame, Esherby.*

CANNON-BALLS AS CLOCK-WEIGHTS: PARTS OF AN EXTRAORDINARY  
TIMEPIECE.

The old clock of the Church of St. George, Esher, restarted after having been silent for thirty years, is 300 years old. Cannon-balls form its weights.



*Photo. H. W. Salmon.*

BELIEVED TO BE A TRUE PORTRAIT OF RICHARD II.:  
A CARVED HEAD ON WINCHESTER COLLEGE  
CHAPEL.

It was by Richard II.'s license that the college was founded. The King's license was dated at Westminster on the 16th of October, 1382; and the founder's charter at Southwark, on the 20th of October following.



*Photo. H. W. Salmon.*

A HELMET THAT WEIGHS 7½ LB.:  
SIR WILLIAM DRURY'S HELMET

The Sir William Drury whose iron helmet this is, died in January 1557. His crest, a greyhound, carved in wood, is fastened to the helmet, which is over its dead owner's tomb in Hawstead Church, near Bury St. Edmunds.



*Photo. H. W. Salmon.*

BELIEVED TO BE A TRUE PORTRAIT OF WILLIAM  
OF WYKEHAM: A CARVED HEAD ON WINCHESTER  
COLLEGE CHAPEL.

William of Wykeham was the actual founder of Winchester College. It is thought that this carving, which, like the other, is life-size, is the best portrait of William of Wykeham that is extant.



**'Life is the great Schoolmaster and Experience the Mighty Volume.'**

*'It is only through woe that we are taught to reflect, and we gather the Honey of Wisdom not from flowers but THORNS.'*—Lord Lytton.

# THE JEWELS OF OUR EMPIRE.

**'The Youth of a Nation are the Trustees of Posterity, for a Nation Lives in its Children.'**

**WHAT IS A LIBERAL EDUCATION? A KNOWLEDGE OF THE GREAT AND FUNDAMENTAL TRUTHS OF NATURE.**

*'That man, I think, has had a liberal education who has been so trained in youth that his body is the ready servant of his will, and does with ease and pleasure all the work that, as a mechanism, it is capable of; whose intellect is a clear, cold, logic engine, with all its parts of equal strength and in smooth working order; ready, like a steam-engine, to be turned to any kind of work, and spin the gossamers as well as forge the anchors of the mind; whose mind is stored with a knowledge of the **Great and Fundamental Truths of Nature.** . . . Whose passions are trained to come to heel by a vigorous will, the servant of a tender conscience, who has learned to love all beauty, whether of Nature or of Art, to hate all vileness, and to respect others as himself. Such an one and no other, I conceive, has had a liberal education, for he is in harmony with Nature. He will make the best of her and she of him.'*—Huxley.

**'WHO ARE THE HAPPY, WHO ARE THE FREE? YOU TELL ME AND I'LL TELL THEE.**

*Those who have tongues that never lie,  
Truth on the lip, truth in the eye,*

*To Friend or to Foe,  
To all above and to all below;*

**THESE ARE THE HAPPY, THESE ARE THE FREE; SO MAY IT BE WITH THEE AND ME.'**

**'KNOWLEDGE IS PROUD THAT HE HAS LEARNED SO MUCH. WISDOM IS HUMBLE THAT HE KNOWS NO MORE.'**—Cowper.



Cornelia, daughter of Scipio Africanus, and Mother of the Gracchi, being desired by a Lady who had been showing her fine Jewels to indulge her with a sight of hers, Cornelia presented her children, saying she looked on them as her Jewels, having educated them with hygienic care for the Service of their Country.

*'As Health is such a blessing, and the very source of all pleasure, it may be worth the pains to discover the region where it grows, the spring that feeds it; the customs and methods by which it is best cultivated and preserved.'*—Sir W. Temple.

**'WE ARE AS OLD AS OUR ARTERIES.'**—Virchow.

*'The cause of Old Age is the accumulation of waste matters in the body. Under the influence of these poisons nutrition is impaired, the ordinary functions of life are disturbed, and the arteries, as well as other tissues, take on degenerative changes, and result in a calcareous condition. The smaller branches of the arteries shrivel up, thus interfering with the circulation of the blood through the organs of digestion and the heart itself, and the mental and physical feebleness of old age supervenes. . . . It is the disturbance of the nutritive processes that results from the over-accumulations of tissue poisons.'*—KELLOGG.

**'To every Natural Evil the Author of Nature has kindly Prepared an Antidote.'**—Rush.

The human body has unfortunately a power of auto-intoxication, *i.e.*, of poisoning itself unless certain deleterious products are quickly removed from the alimentary system. There is no simpler, safer, or more agreeable remedy which will, by natural means, get rid of dangerous waste matter, without depressing the spirits or lowering the vitality than

## ENO'S 'FRUIT SALT.'

It is not too much to say that its merits have been published, tested, and approved literally from pole to pole, and that its cosmopolitan popularity to-day presents one of the most signal illustrations of commercial enterprise to be found in our trading records.'

*'Where Eno's 'Fruit Salt' has been taken in the earliest stages of a disease, it has, in innumerable instances, prevented a Serious Illness. Its effect upon any Disordered, Sleepless, or Feverish Condition is simply Marvellous. It is, in fact, Nature's Own Remedy, and an Unsurpassed One.'*

**CAUTION.**—Examine the capsule and see that it is marked ENO'S 'FRUIT SALT.' Otherwise you have the sincerest form of flattery—IMITATION.



# REBELS AGAINST THE KING OF KINGS: REVOLUTIONISTS AGAINST ROYALISTS IN PERSIA.

DRAWN BY H. W. KOEKKOEK FROM SKETCHES BY OUR SPECIAL CORRESPONDENT.



STOPPING THE ADVANCE OF THE SHAH'S TROOPS ALONG THE DRY RIVER-BED: REVOLUTIONISTS DEFENDING THE BRIDGE IN THE DEVACHI QUARTER OF TABRIZ.

The forces of the Shah, the King of Kings, have by no means had it all their own way at Tabriz. During the past week the whole civilised world has been wrung with the story of street-fighting in Constantinople. But in far-off Persia, in the town of Tabriz, street-fighting of a terrible nature has been taking place almost without cessation for six months. A quarter of the town has been in the hands of five thousand desperate revolutionists, who have kept up a heroic struggle against the hordes of wild

Kurds which the Shah has sent against them. All the streets and narrow alleys in this quarter are barricaded and held night and day, while the dry river-bed that skirts the town to the north is the theatre of daily skirmishes between the ever-watchful riflemen. The fighting continues month in and month out with varied success. Sometimes the revolutionists seize a point of vantage, sometimes the Shah's troops. But neither seem able to make any decided way.



# THE ÆOLIAN ORCHESTRELLE

TO every age its own passion and art. Certain centuries brought painting, poetry, sculpture, and oratory to their full fruition, and this is the Age of Music. Only in modern times have science and the crafts succeeded in producing instruments of a power, precision, delicacy, and range of tone to interpret in perfection the melodies of the master musicians. Had Beethoven appeared before the invention of the piano his genius could scarcely have attained its apotheosis. Without the resources of the modern orchestra there would have been no Wagner as we have him. Music, the most spiritual of the arts, so long crippled by imperfect mechanism, has now attained full power of instrumental expression. This manumission of Music, alike to the composer, the performer, and the auditor, is consummated in the Æolian Orchestrelle.

In appearance it resembles somewhat an upright piano, but whereas the piano is a stringed instrument, the Æolian Orchestrelle is of the organ principle. Its notes are produced from pipes, or reeds, the simple sounds of which are refined and softened by qualifying tubes, like the pipes of an organ, and special air-chambers. This treatment greatly increases the volume, and at the same time takes from the reeds their usual coarse, raw quality. The tone of the Æolian Orchestrelle is unique—it is rich, pure, and pipe-like. With its equipment of stops faithfully producing the effects of flute and horn, of clarinet and piccolo, of violin and cello, all the wood-winds, strings and brasses, it is more than an organ adapted to the requirements and limitations of a private house. It is the evolution and perfection of a new musical instrument. It is the Æolian Orchestrelle.

There is no music nor class of music which cannot be played on the Æolian Orchestrelle, which offers a purity, delicacy, and range of tone possessed by no other instrument. It is a solo orchestra; it embodies the resources of a full band of instrumentalists. On it can be rendered all music written for the organ; it includes practically the entire répertoire of the piano, specially orchestrated for the purpose; it accompanies all sorts of solo instruments and every range of voice. It offers, not the music of one instrument, but the music of all instruments—the music of the orchestra. All these, the world's entire music, can be rendered by anyone on the Æolian Orchestrelle, for it can be played directly from the keyboard like an organ, or by delicate mechanism serving the same purpose as that of the Pianola, which relieves the performer of the technical drudgery of playing the notes, at the same time requiring his control, through the stops and pedals, of the expression and time. For the Æolian Orchestrelle is not an automatic instrument. It undertakes the production of the notes as the fingers of a pianist are trained to produce them mechanically. But the brain of the player is no less at work upon the music of the Æolian Orchestrelle than it is upon the fingers of the pianist. In each case it is the mind and emotion of the performer that give individuality, colour, and effect to the music. This may be thought impossible, and Madame Melba has confessed to the prejudice. She has also recanted and written, "When I first heard of the Æolian Orchestrelle I was unable to understand how a musical instrument requiring no technical knowledge could be artistic from the musician's standpoint. I do not think it possible for anyone to understand it unless they do as I did—see it and hear it played."

You are invited to hear the Æolian Orchestrelle and judge for yourself at Æolian Hall.

Anyone who is unable to call may secure full particulars, with illustrations and specifications of various models, by writing for Catalogue "5."



THE ORCHESTRELLE COMPANY,  
**ÆOLIAN HALL,**  
135-6-7, New Bond Street, London, W.



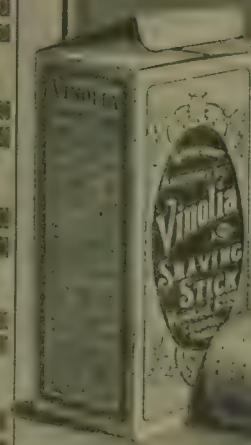
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Miniature Stick, 3d.

Of all Chemists.



## LADIES' PAGE.

IT is a serious matter for the poorer classes, who depend chiefly upon bread for food, that the rise in price has occurred. To a family it may make a difference of three or four shillings a week, and this has a meaning to the poor housewife that the better-off can hardly grasp. Yet of course the price of the loaf is even now not high compared with what it has been in history. The combination of a long war, with its terrible waste of human resources, and bad harvests, has sometimes made bread reach famine prices. In 1800-1 the loaf rose to the fearful price of two shillings, less a halfpenny, the quarter! Happily, there is no reason now to fear a similar disastrous scarcity, yet the rise in price ought to make us think seriously about the great waste of bread that goes on in most households. No doubt, to most of my readers a few shillings more on the baker's book every week is a trifle, but what we ought to realise is that waste in well-to-do households makes the bread of the poor dearer. It is a question of the supply of grain failing to meet the demand, and the wasted bread thrown out of the rich man's kitchen is so much subtracted from the common stock.

Servants are a dreadful class in this respect. The poorer the homes in which they were brought up, the more wickedly wasteful they usually are when they come to live in the homes of people who have a fair margin of income. They have no sympathy with the difficulty that a mistress may have in keeping her house well on the scale demanded of her with the sum at her command—quite the reverse: too often they have a positive spite against economy—and as to reflecting that the waste of bread by them will diminish the common stock and make bread dearer for all the poor—that is far beyond their comprehension. It is the part of the mistresses, who are better educated and can grasp the wickedness of waste, to cope as far as possible with the kitchen's ignorant indifference. Bread should be bought as carefully as possible, so that stale loaves do not accumulate; and what is left, notwithstanding all one's care, till it is not palatable, can be used up in many ways if the matter be thought about by cook and housekeeper. Especially the many puddings that are directed to be made with bread-crumbs in cookery-books may, as a rule, be equally well prepared with stale bread soaked in hot milk or water, and beaten up thoroughly with a fork.

For example, here is a pudding for nursery dinner or family luncheon that is directed in the original to be made with bread-crumbs; but I have had it tested with stale bread, and it turned out satisfactorily. Half-a-pound of apples are cored and thinly sliced, and a quarter of a pound of currants washed and dried. Then let half a pound of stale bread, with the crust pared off, be cut up and covered with boiling water for ten minutes, then drained and squeezed quite dry in a sieve, and beaten with a fork to a mash, then mixed with the apples, currants, a teacupful of brown sugar,

a few grates of nutmeg, and half a teaspoonful of essence of lemon; pour over all a custard-mixture of two eggs and a half-pint of milk, and steam for three hours in a mould or basin with a cloth tied over the top. This is but an illustration; a score of other possible puddings, on the same principle, will commend themselves to any cook who will think about the matter.

A yoke and sleeves of a light fabric put in a dress of cachemire-de-soie, satin, etc., is a fashionable arrangement. The pinafore dress is nearly always finished thus, though sometimes it has sleeves of the material; and in yet other natty models, the top of the arm is covered with a sleeve of the material, and just below the elbow it is cut off to allow the lace, broderie Anglaise, or muslin of the yoke to form light cuffs to the elbow. The delicate yoke and sleeves are particularly liked in afternoon gowns, and are an aid to "dressiness." For dressmakers who "take ladies' materials," the large shops are selling the light yoke or chemisette and the tucked or ruffled sleeves of the same attached, all ready, for the many fine tucks or gaugings made in the fragile net, *mousseline-de-soie*, chiffon, or lace, are quite a speciality to produce. They must look as if hands had never touched them, of course. A dress to be thus finished is often made in such a manner that the chemisette and sleeves can be put on separately—that is to say, the top of the corsage is only a sort of shoulder-strap, more or less wide—in order that a new and fresh chemisette and sleeves may be often supplied. This has the further advantage that more than one top and sleeves can be adapted to the same dress, giving a little novelty. Pure white or cream is much the most desirable for the yoke, as nothing looks more dainty or more smart; but for the sake of change, lace dyed to exactly the colour of the robe, or chiffon in some harmonising tint, can be used to make one or two of these accessories. The advantage of a touch of black can also be thus obtained; while jewelled or pailletted net made up transparent for chemisette and sleeves converts an afternoon gown at once into a demi-toilette for home dinner.

While our hats remain in their present form, it is necessary to have hair well puffed out over the ears and above the temples, or else one looks perfectly extinguished. The evening coiffure needs rather elaborate coils or curl clusters. To most women, the only satisfactory way of obtaining the fashionable effect in coiffure is to allow such hair-dressing experts as Messrs. C. Bond and Son, 61, New Bond Street, W., to supply such additions as may be needed. In their elegantly furnished and completely fitted-up dressing-rooms, a personal consultation can be had on the subject, or, of course, any assistance required, from a complete transformation to a cluster of the fashionable curls, can be had by post exactly matched to the intended wearer's hair by pattern. Messrs. Bond and Son supply wigs or parting covers for gentlemen, too. A catalogue can be had by post.

FILOMENA.



A GRACEFUL DRAPED GOWN.

Evening dress in white *zoulienne*, draped to the waist at the sides, with tablier and bretelles of wide lace caught under a buckle.

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Variety is gained by serving with stewed figs, plums, prunes, apples, etc. Sultanas in the baked custard also makes an enjoyable change.

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"Patent"  
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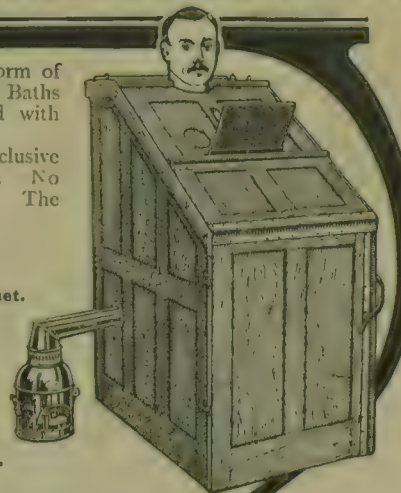
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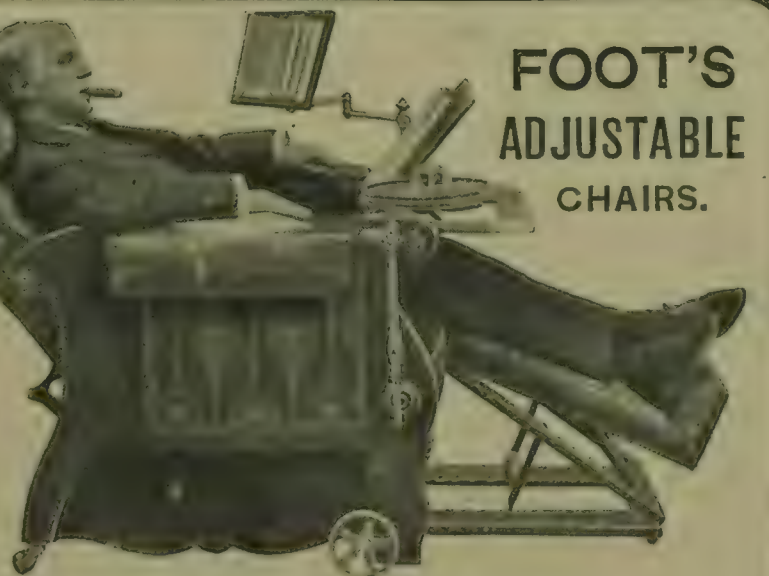
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## SCIENCE JOTTINGS.

## INFECTION AND PREVENTION.

OF all topics connected directly or indirectly with the progress of the race, none can exceed in importance that which deals with the prevention of disease. It is this factor, this human element in the struggle for existence, which most powerfully modifies and affects the evolution and destinies of the race. Left to the merciments of disease, any people will be weakened, or it may be blotted out from the world's surface altogether. The ravages of measles among the unprotected and primitive people of the South Seas show us what epidemics of a disease not necessarily of deadly character in civilised experience may effect in the way of mortality when it attacks a race hitherto free from its attentions.

Slowly but surely the general death-rate from disease is being reduced, though here and there we make little or no headway (as in the case of cancer), because science, as yet, has failed to discover the cause of an ailment, and in the absence of knowledge of causation, we stand helpless in the matter of discovering means of cure and prevention. We are only firing in the dark so long as our treatment is empirical and provisional. Estimates show that during the seventeenth and eighteenth centuries the death-rate of the world, taken generally, amounted to 60 or 80 per 1000 living. Contrast this large mortality with the modern death-rate of a city like London, which oscillates between, say, 17 and 19, and consider the enormous saving of life represented by the figures applied to a large population.

Probably in all the work of the sanitarian, it is the diminution of infectious diseases which tells most directly in diminishing the death-rate. From measles and scarlet fever to small-pox and diphtheria, with a large number of zymotic ailments between, we find a huge list of troubles, which, while they may spread and cause a large mortality, are nevertheless capable of being kept

well within bounds. It is the active co-operation of the nation in the prevention of infection which is necessary in order to enable the beneficent work of disease-prevention to be carried on. No great advance can be possible in this direction till the national health-conscience is aroused to a sense of the duty the people owe to themselves, as missionaries in the great work of spreading the gospel of disease-prevention. This work takes various directions, and exercises its benign influence in modes in the active execution of which the people must co-operate with the physician and the medical officer of health. There is first the principle of

germs, such as are found when inoculated into the body to render it an unfit soil for the growth of the particular seed of disease we are endeavouring to combat. It would appear likely, if one may venture into the prophetic area, that the scientific medicine of the future will largely consist, in so far as both the treatment and the prevention of infectious disease are concerned, in the use of protective and curative vaccines. Already the death rate from diphtheria has been remarkably reduced, if statistics culled from hospital experience are to be trusted. This result is directly due to the employment of an antitoxin. Something similar has

been attempted for typhoid fever and cholera. Pasteur produced a vaccine for splenic fever or anthrax, which, used for the inoculation of cattle and sheep, saved—and still saves—the agriculturist from disaster. The tuberculin test shows the dairyman whether or not his cows are affected with tubercular disease, and so, again, the infection of man through milk is preventable.

A third line of defence against infection, and therefore against the high death-rate caused by zymotic troubles, is represented by improvement in the sanitary conditions of the people. Such advance ranges from the abolition of swamps and breeding-places of mosquitoes in the case of malarial prevention,

onwards to the betterment of the slums of our great centres of population; the letting of air and light into ill-ventilated and dark places; the cleansing away of dirt as the breeding-substance of microbes; the providing of open spaces in towns; and the education of the people in the plain rules of hygiene relating to food, water supply, air, and all other necessary items of the vital programme. If the day ever dawns when citizens come to realise that each in his own sphere should be something of a sanitarian to guard his own health-interests, and equally those of his neighbours, we should discover a sanitary millennium whereof the most hopeful of us only dream as things are.

ANDREW WILSON.



Photo. S. L. Cassar, Malta.

THE ROYAL VISIT TO MALTA: THE ARRIVAL OF THE "VICTORIA AND ALBERT" WITH THEIR MAJESTIES ON BOARD. King Edward and Queen Alexandra, accompanied by Princess Victoria and the Dowager Empress of Russia, arrived at Malta in the Royal Yacht on Wednesday last week, and left the island last Sunday, after a most successful visit.

isolation when infectious disease swoops down on a community. Infected units are isolated and conveyed to special hospitals. Disinfection of premises is an adjunct to this step in preventing the spread of infection. One case of scarlet-fever or diphtheria, carelessly dealt with, one case of typhoid fever allowed to remain on dairy premises, will breed hundreds of cases. So isolation, instant and complete, of the infected persons, is the first line of defence against our zymotic invaders.

A second line presents itself in the shape of protection against infection. Here we come upon a technical topic relating to the cultivation of vaccines and antitoxins, or those principles, obtained from disease-

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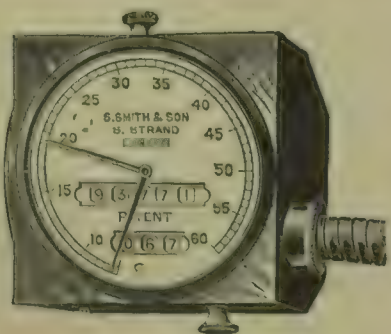
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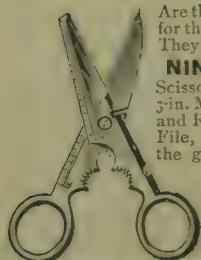
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## THE CHRONICLE OF THE CAR.

AT the annual meeting of the Motor Union held at the Great Central Hotel on Wednesday of last week, it was reported that the Union now numbered 6700 individual members on their roll, and that the

Mr. Lloyd George, with reckless disregard of the fact that the motor-car already bears taxes in excess of any other vehicle, intends to rob. It would appear that, having created a new industry in a country where unemployment is growing by leaps and bounds, the motorist is to be plundered by the State. All this, of course, bears hardly enough upon the owner or prospective owner of a motor-car, but much harder and with greater directness upon the thousands upon thousands of people who earn their livelihood in connection with the motor industry, and the large number of allied trades. The motor-car owner can put down his motor-car by a little sacrifice of personal convenience and pleasure, and the prospective purchaser can refrain from purchasing; but where are the work-people to find fresh employment to take the place of that which would otherwise have been offered in the crafts in which they are skilled?

If, on the unsupported evidence of a policeman and a shaky stop-watch, a motorist is found guilty of exceeding the ridiculous speed-limit of twenty miles per hour on an open and desolate road, he is frequently fined five, six, seven, and even ten pounds;

on the other hand, a horseman may jump a frantic horse over seats in a public pleasure-place, whereon nursemaids and little children are sitting, and go scot-free with a paltry fine of five shillings. Here is surely an incongruity which tends to madness! Again, roadside imps may hurl rocks at passing motor-cars, to the grievous peril of the occupants, and the damage of the vehicle, and all that accrues is an order upon the unoffending parents to pay for the damage, and be bound over to see that these reckless young fiends behave properly during the next twelve months. After that, presumably, they may heave stones some more! The rottenness in the State of Denmark was a circumstance to this.

One of the leading motor-journals foreshadows a novel and, apparently, most efficient air-cooling system in connection with internal-combustion engines. Since the early days of the motor-tricycle particularly, little or no advance has been made in this method of reducing the temperature of cylinders. It has even fallen greatly into disuse with motor-bicycles, and is not known to-day in connection with any British-built motor-car. In America it obtains with one or two chassis; but although apparently successful in those particular cases, American manufacturers, as a whole, still cling to water-cooling. It may be, however, that we are on the eve of a fresh departure in this direction, and, having regard to the fact that a successful system might see the disappearance of the expensive radiator, water-circulating pumps and pipes, together with the fan in many instances, it is remarkable that the problem has remained so long without attempts at a further solution.



Photo. Topical.

YORKSHIRE FOLLOWS LONDON'S LEAD: TRANSPORTING TROOPS FROM LEEDS TO SCARBOROUGH BY MOTOR-CAR.—THE CARS ON THE FRONT AT SCARBOROUGH ON THE RETURN JOURNEY.

various affiliated associations possessed a membership of over 3500. Thus the Union may be said to represent 10,200 motorists, and these figures, with the 14,000 odd automobilists represented by the Royal Automobile Club, which includes the Auto-Cycle Union, make a total of close upon 25,000 owners of motor vehicles. The Motor Union is in a very strong position financially, for in addition to its annual income, which amounted last year to £10,791, it rejoices in a reserve fund of £10,336, invested in securities which can be immediately realised if required.

In speaking from the chair, the President, Mr. Joynson Hicks, M.P., undoubtedly foreshadowed the further taxation of motor-cars. The motorist's purse, then, would appear to be one of the hen-roosts that



THE MICHELIN TROPHY FOR AERONAUTS.

With regard to the recent offer of a trophy, valued at £500, and a prize of £500, made to aeronauts by the well-known tyre manufacturers, the Michelin Tyre Company, Ltd., this has now been accepted by the Aero Club. There is only one alteration in the terms suggested by the Michelin Tyre Company, Ltd., viz., that aeronauts will have the choice of using either a foreign or British engine for propelling-power.

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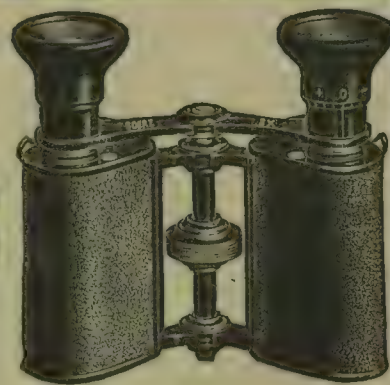
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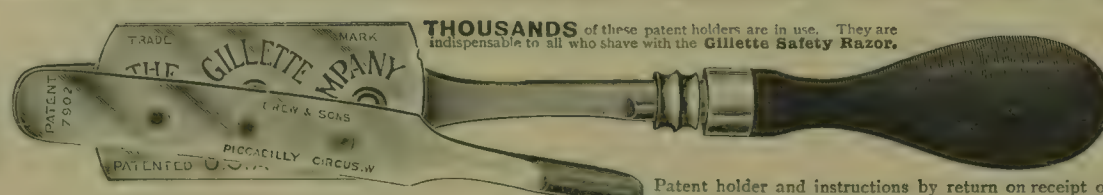
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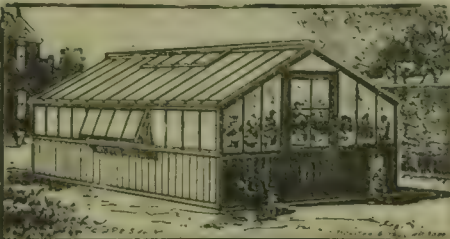
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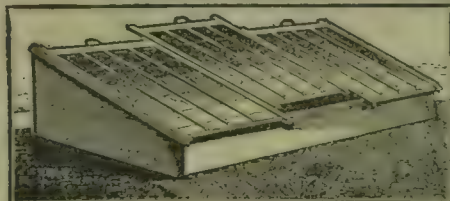
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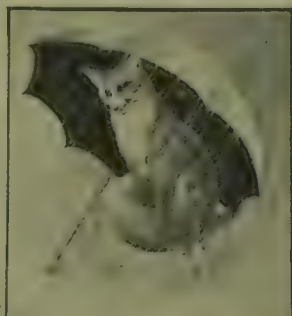
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## ECCLESIASTICAL NOTES.

THE Archbishop of Canterbury's sermon on St. Anselm has been greatly admired. It was preached in Canterbury Cathedral on the 800th anniversary of the death of the saint. The Archbishop spoke with warm praise of "Dean Church's incomparable little volume, aglow with interest on every page." Dean Church, it will be remembered, described Anselm as "one of the most remarkable men and attractive characters, not only of the Middle Ages, but of the whole Christian history."

The S.P.G. has been holding its anniversary gatherings this week. The principal meetings arranged were those at the Horticultural Hall and the Albert Hall, but several smaller conferences of hardly less interest were on the programme. The Bishop of Rangoon was the selected preacher at St. Paul's Cathedral.

The Rev. H. R. L. Sheppard has taken up his work at Oxford House, Bethnal Green, as successor to Mr. Woolcombe. The late Head has been presented with a travelling-bag from the members of the Oxford House Men's Meetings. The Archbishop of York (Dr. Lang) sent the following telegram to the farewell meeting: "With all Bethnal Green to-night I say, 'Thanks' for the past and 'God-speed' for the future."

The Rev. Frank Swainson, Vicar of St. Barnabas, Holloway, has been offered the rectory of Middleton, Manchester, vacant by the death of Canon Cleworth. This is the fifth offer made to Mr. Swainson since his appointment to St. Barnabas in 1903. His great work in establishing the Men's Bible Class at All Saints', Sheffield, made his name widely known throughout the Church, and there can be no doubt that, if health is granted him, this young clergyman will accomplish great things. The benefices offered him during the last five years include that of All Saints, Sheffield; St. Luke's, Bedford, Bristol; the rectory of Spitalfields, and Christ Church, Oldham.

Canon Walpole, Rector of Lambeth, has left London for the United States. He will give a series of lectures before the General Theological College at New York, where he formerly held the post of Professor of Systematic Divinity. Canon and Mrs. Henson are also in the United States, and will be away for three or four months. They hope to see the Rocky Mountains, the Yellowstone Park, and other places of interest, and to return through Canada.

Those whose task it is to "polish up the handle of the big front door" will be well advised to use "Household Ronuk," which is sold in tins everywhere, and is an excellent polish and antiseptic cleanser for all wood-work, leather, furniture, etc. The "Ronuk" boot-polishes (brown and black) and the harness-paste bearing the same name are equally satisfactory.

## CHESS.

To CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

W S FENNELLOSA (Salem, U.S.A.)—Your two problems are under examination, and we will use the best of our judgment in choosing between them. We are always glad to hear from you.

ERNST MAUER (Berlin).—In your problem, if Black play 1. B to K 7th, your continuation by 2. Q to B 4th (ch) does not lead to mate.

R M THEOBALD (Lee).—You will have seen why you found the problem so difficult.

M FOLWELL.—The defence is 1. Q to B 3rd, and there is no mate in two more moves.

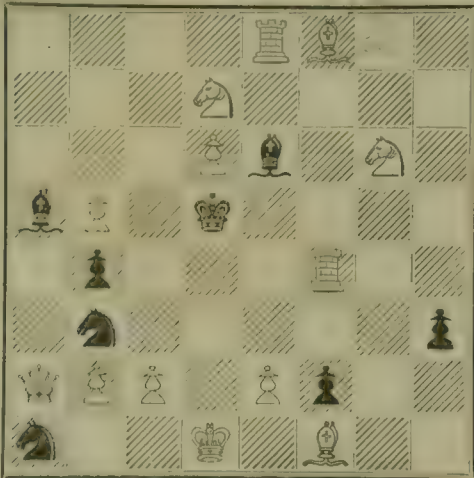
CORRECT SOLUTIONS OF PROBLEM No. 3382 received from the Rev. Warrington Stock, H M S Fox (Persian Gulf), C A M (Penang), Devaprasad Lakshminarazha (Calcutta), and C Carmi; of No. 3383 from C A M (Penang) and Charles Willing (Philadelphia); of No. 3384 from Charles Willing and D Bhattacharjya; of No. 3385 from Henry A Sellar (Denver), R C Widdicombe (Saltash), R J Lonsdale (New Brighton), and C Barretto (Madrid); of No. 3386 from Henry A Sellar, C Field junior (Athol, Mass.), C Barretto, and A W Hamilton Gell (Exeter); of No. 3387 from A W Hamilton Gell, Sigismund Piechorski (Lemberg), J Steede, L.L.D. (Penance), J Thurnham, Mrs. Kelly (Lampstone), F R Gittins (Small Heath), F W Atchinson (Crowthorne), J D Tucker (Ilkley), J Isaacson (Liverpool), Henry D Yates, and Francis Latouche (Lisbon).

CORRECT SOLUTIONS OF PROBLEM No. 3388 received from T Roberts (Hackney), R C Widdicombe, A G Beadell (Winchelsea), F Smart, J Coad (Vauxhall), J F G Pietersen (Kingswinford), E J Winter-Wood, Joseph Willcock (Shrewsbury), Sorrento, T Turner (Brixton), Hereward, J A S Hanbury (Birmingham), G W Moir (East Sheen), W Burton, F R (Paris), J Isaacson, G Stillingfleet Johnson, R Worters (Canterbury), and M Folwell.

PROBLEM No. 3390.—By T. KING-PARKS.

Best Two-Mover in Half-Yearly Competition of the Football Field.

BLACK.



WHITE.

White to play and mate in two moves.

SOLUTION OF PROBLEM No. 3387.—By PHILIP H. WILLIAMS.

WHITE

1. Kt to Kt 2nd  
2. Mates accordingly.

BLACK

Any move

## THE PLAYHOUSES.

"COLONEL SMITH," AT THE ST. JAMES'S.

IT is a pity that Mr. A. E. W. Mason did not decide definitely beforehand whether he was going to make a comedy or a farce out of his new St. James's play, "Colonel Smith," and it is still more of a pity that he did not plump for farce straight away. Taken briskly from first to last, his story would not have left its hearers time to discover its thinness; but alternating as it does between farcical episodes and passages of sentiment, it reveals in its texture the hesitation in the mind of the playwright, and confuses the audience as to his intention. Not that Mr. Mason does not make a very amusing imbroglio out of the lady's little deception; not that there are not some delicious love-scenes in the play. But the material is not strong enough for four acts, and the developments are not sufficiently brisk and breathless. When we find that his heroine, who has somehow failed to get married and sees herself in danger of becoming an old maid, invents a lover by the name of Colonel Smith, and is made by her family to despatch a love-letter to Africa, we expect a rather more whimsical and light-hearted turn of events than Mr. Mason supplies. He is content to bring the officer who gets the letter home, and to make him visit his audacious correspondent in the guise of a comrade who attended the last hours of the Colonel, for Miss Celia, to end her embarrassments, has announced her sweetheart's death in the newspapers. And so we have just an ingenuous little tale of the pair meeting, falling in love and talking at cross-purposes. The formula is prettily worked out, thanks to the light touch and quiet mastery of Mr. Alexander and a very womanly performance of Miss Irene Vanbrugh; thanks also to the sound work of Mr. William Farren as a petulant Admiral, which contrasts very favourably with the over-acting of Mr. Evelyn Beerbohm in a Weedon Grossmith part.

[Other Playhouse Notes elsewhere in the Number.]

Sir Walter Roper Lawrence, Baronet, G.C.I.E., has been appointed to the seat on the Board of the Peninsular and Oriental Steam Navigation Company vacant by the death of Major-General Sir Owen Tudor Burne. Sir Walter has had a distinguished career in the Indian Civil Service. He was Private Secretary to Lord Curzon during his Viceroyalty, and Chief of Staff to the Prince of Wales on his Indian tour.

Now that the delights of Easter have become a memory, holiday-makers are beginning to turn their thoughts towards Whitsuntide. Those who are able to go far afield will be interested in an illustrated booklet issued by the Royal Mail Steam Packet Company, giving particulars of the Whitsun-pleasure cruises that can be made by their steamers to Spain, Portugal, Gibraltar, Morocco, the Canary Islands, and Madeira.

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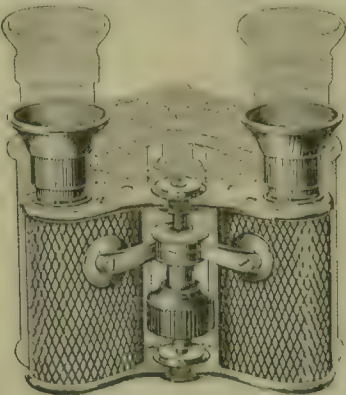
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# THE AGE OF GIANTS

## BEING AN ACCOUNT OF SHEFFIELD AND ITS GREAT INDUSTRIES.

THE ROYAL VISIT IN 1875.

ALD. H. K. STEPHENSON, J.P.

MAYOR OF SHEFFIELD

THE ROYAL VISIT IN 1875.



1. THE ROYAL VISIT TO SHEFFIELD IN 1875: THE KING AND QUEEN (THEN PRINCE AND PRINCESS OF WALES) WATCHING THE ROLLING OF A 14-INCH ARMOUR-PLATE.

2. THE ROYAL VISIT TO SHEFFIELD IN 1875: THE ROYAL PARTY WATCHING THE BESSEMER-STEEL PROCESS AT THE CYCLOPS WORKS.

3. THE ROYAL VISIT TO SHEFFIELD: H.R.H. THE PRINCE OF WALES, WHO OPENED THE NEW EDGAR ALLEN LIBRARY OF THE UNIVERSITY OF SHEFFIELD, ON MONDAY LAST.

The Prince and Princess of Wales visited Sheffield on Monday last (the 26th inst.) that the Prince might open the new Edgar Allen Library, of the University of Sheffield.

PHOTOGRAPHS BY ERNEST H. MILLS.



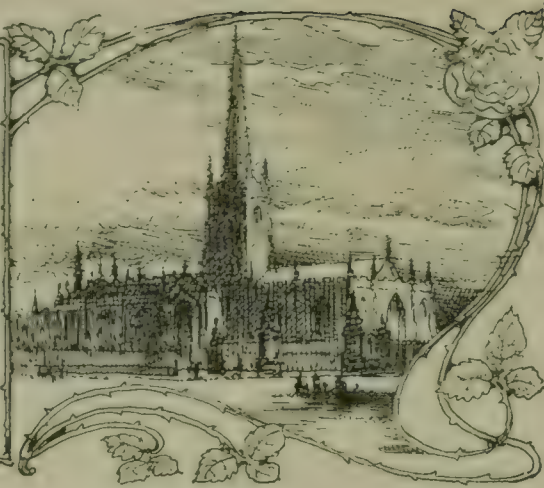


CIVIC LIFE IN SHEFFIELD: THE TOWN HALL.



IN THE OLD DAYS: SHEFFIELD IN 1740, FROM PARK HILL.

Reproduced from Messrs. Pawson and Brailsford's "Guide to Sheffield," by courtesy of the Publishers.



RELIGION IN SHEFFIELD: THE PARISH CHURCH.

## THE CITY THAT MADE ARROWS FOR THE ANCIENT BRITONS: ITS WORK IN THE TWENTIETH CENTURY.

### The National Safety and Sheffield.

The visit of the Prince of Wales to Sheffield, to open the University Library Buildings, has focussed the attention of the country upon a city that stands for much in the welfare of the nation at the present moment. If the security of the British Empire depends upon the number of its *Dreadnoughts*, it is not too much to say that the number of *Dreadnoughts* depends very largely upon the productive activity of Sheffield. Though the framework, armour, and armament may afterwards be built up upon the slipway of some naval dockyard into a complete and mighty structure, it is in the City of Steel that these majestic battle-ships are actually born.

### The City's Beginnings.

The beginnings of great things are always fascinating, and one may trace with interest the rise of Sheffield from a very humble origin to the premier position in the world's steel-manufacturing industry. The first specific information we have of the existence of the staple trade in the neighbourhood is in a charter granted in the reign of Henry II. (1154-1189) to the monks of Kirkstead, the grant including "four forges for smelting and working iron." But the beds of *scoria* scattered about the district, and other evidence, point to the conclusion that the mineral wealth of the locality was exploited centuries earlier, and that previous to the Conquest the scanty

### THE KEY WITH WHICH THE NEW EDGAR ALLEN LIBRARY WAS OPENED.

The key is of solid 18-carat gold, jewelled with emeralds and diamonds. It is the work and design of the Sheffield Goldsmiths' Co., Ltd., of 11, Fargate, and Chapel Walk, Sheffield.

population was already employed in fabricating iron weapons and other implements. There are, in fact, fairly reliable traditions that the inhabitants of Sheffield manufactured arrows for some of the ancient British tribes who opposed the Roman invaders. The coat-of-arms of the city contains "in chief, eight arrows interlaced saltire wise," in reference, no doubt, to this early tradition. The epoch when the making of cutlery began, is also lost in the mists of antiquity, but before the fifteenth century the town was celebrated for its manufactures. Chaucer writes of the Miller of Trumpington in "The Reeve's Tale" that "A Shefeld thwytel bare he in his hose." The thwytel, or "whittle," was a species of dirk. It answered, in everything but shape, to the American bowie-knife—which,

it may be stated incidentally, is still largely made in Sheffield. Although at this early period the town had evidently gained a reputation for its wares, its trade cannot have been upon any great scale. In a Survey of 1615 we find that the population amounted to only 2207 people, of whom 725 "are all begging poore." The municipal growth of Sheffield was slow. In 1296 a charter for a weekly market was obtained by Thomas de Furnival—Lord of the Manor. The markets and market rights passed by a devious course of inheritance to the present Duke of Norfolk, from whom they were recently purchased by the Sheffield Corporation for the sum of £526,000.

### Its Romantic Place in History.

It was the second Lord Furnival who built the great Castle of Sheffield—whereof not a stone now remains—around which such a halo of romance has been cast by its long association with the captive

honourable confinement, and permitted a certain measure of liberty, together with a retinue of about forty attendants. She was also able freely to see and correspond with her friends. But as these good folk never ceased to plot and conspire for her escape, it was deemed advisable to place the Queen under closer supervision, and to deprive her of a number of her servants. For her safer keeping she was committed by Elizabeth to the charge of George Talbot, sixth Earl of Shrewsbury, to whose family had devolved the estates of the Furnivals—just as in like manner these valuable properties have now passed into the hands of the Norfolk Howards. The chief seat of the Talbots was the Castle of Sheffield. whither, in 1570, Mary Queen of Scots was duly conveyed, and there

held prisoner for twelve long years. Shrewsbury had no easy task. He was kept constantly busy in detecting and thwarting the innumerable plots having for their object the liberation of the Stuart Queen and the re-establishment of the Catholic religion in this country. The then head of the House of Norfolk was among the conspirators; and, by the irony of fate, to Shrewsbury, lord of the Castle of Sheffield, in his capacity of Lord High Steward, fell the stern duty of passing sentence of death upon the peer into whose family the Castle of Sheffield was soon destined to pass. Shrewsbury's painful task was rendered still more difficult owing to the attitude of his second wife, the famous "Bess of Hardwick," widow of the founder of Chatsworth. For years the Countess of Shrewsbury increased the anxieties of her lord by fawning upon Mary, assisting and siding with her against Elizabeth. When at last, in 1584, he was relieved of a duty which was wearing out his health and energy, he thanked Elizabeth, when kissing hands, for delivering him from "two devils."

### Its Remarkable Commercial Development.

But we must turn from the tragic and romantic side of Sheffield's history to the story of its commercial development, and for this purpose must come at once to the eighteenth century, when the staple trade of the town began to quicken into vigorous life. Very few firms in Sheffield date their origin earlier than this period, though a noteworthy exception must be made in the case of the celebrated firm of Messrs. Joseph Rodgers and Sons, Ltd., who

### THE KEY WITH WHICH THE NEW EDGAR ALLEN LIBRARY WAS OPENED—REVERSE.

On the reverse of the head of the key is an enamelled sketch of the library, with the words, "The Edgar Allen Library, Sheffield University, 1909, Opened by H.R.H. the Prince of Wales, K.G., April 26.



OPENED BY THE PRINCE OF WALES: THE NEW EDGAR ALLEN LIBRARY, OF SHEFFIELD UNIVERSITY.

The new library, the gift of Mr. W. Edgar Allen, was opened by the Prince of Wales on Monday last. It is linked to the other buildings of the University only by an open arcaded passage, that risk from fire may be minimised as much as possible. There is room for well over 120,000 volumes—nearly 26,000 in the Library itself, and the rest in the stack-room in the basement. Mr. Allen's gift amounted to £10,000.

Mary Stuart. Smoky, grimy, and prosaic as is the Sheffield of to-day, the city nevertheless possesses a story as romantic as any in our history. After her flight from Scotland in 1568, and her capture by the agents of Elizabeth, the unfortunate Mary, ex-Queen of France and of Scotland, was forcibly detained in this country. The advisers of Elizabeth hardly knew what to do with their royal refugee. They feared to offend the Scottish Protestants by assisting to replace her upon her throne; and they were equally determined not to allow the errant Queen to pass over into France, there to head the Catholic movement against the Protestant religion. So she was kept at first in



WHERE MARY QUEEN OF SCOTS MADE A WILL: SHEFFIELD MANOR.

Mary Queen of Scots was a captive in Sheffield for over twelve years, now at the Castle, now at the Manor House. She dated a will from Sheffield Manor in August of 1576.



THE HOME OF "THE CORN-LAW RHYMER": EBENEZER ELLIOTT'S HOUSE AT UPPERTHORPE, SHEFFIELD.

"The Corn-Law Rhymer," who was born in 1781, was the author of "Corn-Law Rhymes," "The Village Patriarch," "The Ranter," and other poems.

(Continued overleaf.)



## ROYALTY AND THE YOUNGEST BRITISH UNIVERSITY: THE PRINCE AND PRINCESS OF WALES IN SHEFFIELD.



THE LAST OF THE DAY'S CEREMONIES: THE PRINCE AND PRINCESS OF WALES ARRIVING AT WESTON PARK FOR THE PRESENTATION OF MEDALS TO MEMBERS OF THE WEST RIDING DIVISIONAL ROYAL ENGINEERS AND THE 4TH BATTALION YORK AND LANCASTER REGIMENT.



THE CIVIC WELCOME TO THEIR ROYAL HIGHNESSES: THE LORD MAYOR AND LADY MAYORESS OF SHEFFIELD  
ESCORTING THE PRINCE AND PRINCESS OF WALES INTO THE TOWN HALL.

The Prince and Princess of Wales were able to spend but three hours in Sheffield; yet in that time they did much. The chief reason for the visit was the opening of the new Edgar Allen Library, given to the University of Sheffield, the youngest University, by the well-known Sheffield man whose name it bears. The Prince duly inaugurated the library, after the honorary degree of Doctor of Letters had been conferred upon him and upon Mr. Allen. In addition to this, their Royal Highnesses received an address from the Lord Mayor, aldermen, and citizens; lunched in the Town Hall; and presented medals to members of the West Riding Divisional Royal Engineers and the 4th Battalion York and Lancaster Regiments drawn up in Weston Park.

PHOTOGRAPHS BY TOPICAL PRESS.



for over two hundred years have stood at the head of the cutlery industry. Their corporate mark—a Maltese cross and star—stands now, as always, as a guarantee of high quality and fine finish. During the eighteenth century the Don was first made navigable up to Tinsley—now part of the city—thus opening easy communication with the coast, London, and the Continent; silver-plating was invented by Bolsover; the manufacture of Britannia-metal ware was begun; crucible steel was discovered by Huntsman; the coal trade was developed; the first steam grinding-wheel was erected; a Continental trade was created through the agency of London, Liverpool, and German merchants; and though American merchants could scarcely be said to exist before the wars with Napoleon, nevertheless a few enterprising Sheffield houses had established agencies in New York just before the close of the century. These were considerable achievements, but it was the nineteenth century that witnessed the tremendous increase in the trade and importance of the Yorkshire city. This marvellous development was largely due to the introduction of railways, and to the wonderful advance in the power and capabilities of machinery. The number of industries carried on was also greatly multiplied. The famous "Sheffield plate" and Britannia ware, for instance, became staple articles of manufacture. The beautiful material known as "Sheffield plate" was made by welding a layer of silver to a substratum of copper. The compound was then rolled into sheets, out of which articles were manufactured having all the appearance of, and even greater durability than, sterling silver. It was for the benefit of this growing trade that an Assay Office was established in Sheffield in 1773, in order to avoid the perils of the road in transmitting silver and silverware to and from London, to be tested and hall-marked. It was not until 1840 that the process of electro-plating was discovered, and "Sheffield plate" became an object of interest to the curio-hunter. With the development of these specific industries in Sheffield are closely associated the old and renowned firms of Messrs. James Dixon and Sons, Messrs. William Hutton and Sons, Ltd., and Messrs. Mappin and Webb, Ltd., all centenarians in their business life. Sheffield is now the sixth largest city in England, possesses a population of over 400,000, covers an area of 23,662 acres—nearly thirty-seven square miles—and returns five representatives to the House of Commons.

**Sheffield's Trade.** The trade of Sheffield has become an essential factor in the world's affairs since the introduction of armour-plates, and the development of military and naval armaments. The following pages give a short account of some celebrated firms whose names are known wherever the fame of Sheffield manufactures has travelled—and what corner of the world is unaware of the supreme qualities of Sheffield steel? To describe even briefly the comprehensive industrial operations of such enormous works as those of Messrs. Vickers, Sons, and Maxim, Messrs. John Brown and Co., or of Messrs. Cammell Laird and Co., would require several such Supplements as the present. It must suffice here to say that these famous firms—which are national institutions rather than private enterprises—are capable of building and completely equipping either a *Dreadnought* or an Atlantic liner. It is their proud boast that nothing "from a bolt to a battle-ship" is too small or too great for their constructive ability. Great, too, among Sheffield names are the distinguished firms of Messrs. Robert Hadfield and Co., Ltd., famed everywhere for their manganese-steel castings and other high-class products; and of Messrs. Thomas Firth and Sons, Ltd., recognised universally as among the front rank of producers of crucible steel, and of heavy castings and forgings for ordnance, marine, and engineering purposes. Our Illustrations show better, perhaps, than can any words the character and magnitude of the operations carried on in all these celebrated works. F. S.

A cynic standing in front of a motor-garage once exclaimed that, with the present rate of progress, there would soon be more motor-car makers than drivers. While statistics would, naturally, not substantiate this statement, it is a humorous exaggeration of the remarkable increase in the number of firms catering to meet the demand for horseless vehicles. Among the provincial companies which deal with them, none takes a higher stand than the Sheffield Motor Company, Limited, of that city, for its facilities and equipment, for executing the repairs every motor requires at some time, are unsurpassed out of London. Another reason for the firm's excellence is that it employs only the most skilled mechanics, who are accustomed to every make of car. By these means it is certain to give satisfaction to its patrons, for in nothing does repairing skill tell more than in a motor. It is not, however, only with the machinery that the company concerns itself. It has special departments for coach work, painting, varnishing, and upholstering; so that whatever may be wrong can easily be set right, and the car returned to its owner looking as spick-and-span as if it had just left the factory—and nothing is more satisfying in an

owner's eyes than to see his car looking its best. The company has made it a speciality to examine and report on any car free of charge, and, if any work or adjustments are necessary, its charges are always as low as possible, consistent with the best workmanship by British workmen.

This year marks the jubilee of Messrs. John Hoyland and Sons, Limited, the well-known piano and organ



Sheffield Photo. Co.

SEEN THROUGH A WINDOW: THE PRINCE OF WALES OPENING THE EDGAR ALLEN LIBRARY.

dealers of Sheffield, whose extensive showrooms are situated in Barkers Pool, opposite the Albert Hall, for the firm was founded in 1850. This fact makes them one of the oldest dealers in their particular instruments in the provinces. In their showrooms there is always a

qualities of primary importance to every executive musician; while their high-class finish makes them objects of beauty in any drawing-room, and their durability commends them to the purchaser, who obviously desires his piano to last as long as possible.

From pianos to mechanical piano-players, the transition is an easy one. Messrs. John Hoyland and Sons are active representatives of the Angelus Piano-Players, and the far-famed combined player, the Angelus-Brinsmead. The superiority of the Angelus has been still further increased of late by the addition of the patent accented device, the "Melodant." This, coupled with the other well-known features of the instrument, gives it a position which is unsurpassed in its own particular sphere.

Within the next three years Messrs. William Bush and Sons will have the satisfaction of celebrating the centenary of their existence, for it was in 1812 that the founder of the firm started the business of these famous auctioneers in Sheffield. From the inevitable small position in which every new enterprise begins, this has grown to such dimensions that it has become one of the leading firms in its own particular line, not merely in Sheffield but in the surrounding districts. The sale-rooms, occupying a prominent position in the centre of the city, naturally give them the advantage of easy access, but this come-at-ability must be regarded rather as the result or forethought in the proprietors of a business which has high ambitions for obtaining a large clientèle than as an adventitious piece of luck at finding itself in a favourable situation. The establishment is, therefore, invariably crowded at the sales, which are held at regular intervals. Every Tuesday afternoon, for instance, the Estate sale-room is reserved for the sale of freehold and leasehold properties, reversions, stocks and shares, while in the general sale-rooms there are weekly sales of furniture, pictures, pianos, books, silver, and the other miscellaneous household goods which some people are always wanting to get rid of, and others to acquire. Every month there are sales of jewellery, plate, watches; while at special times there are sales of important works of art, manufacturers and merchants' stocks, libraries, wines, and cigars, etc., the firm being holders of a wine license in addition to a gold and silver license.

In every city the question of inter-urban locomotion is

a matter of paramount importance, which is bound to increase with the passage of time in obedience to the strenuous life we are all compelled to live, which necessitates the getting from one point to another with the least delay. In a city like Sheffield it is naturally a subject which has not escaped attention. Provision for it is well facilitated by such a firm as Messrs. Joseph Tomlinson and Sons, Ltd. Starting forty years ago as jobmasters, carriage-proprietors, and funeral-furnishers—for the demands of the dead are no less imperative than those of the quick—they soon became one of the leading firms in the city, thanks to the energy with which their business was conducted, the courtesy they showed to everyone, and the excellence with which their carriages were turned out. From Sheffield their fame spread until they were recognised as one of the leading firms in the provinces. The result of this

enviable reputation has been that they have been the recipients of royal patronage on several important occasions. In 1897, the memorable year of the Diamond Jubilee of Victoria the well-beloved, when her late Majesty visited Sheffield for the purpose of opening the Town Hall, it was Messrs. Tomlinson who were selected to supply the carriages used by the officials, as well as to provide for the accommodation of the royal carriages and horses which were transferred from Buckingham Palace to take part in the procession. So admirably was everything done by the firm that a letter of thanks was sent to them by Major-General Sir Henry Ewart, K.C.B., G.C.V.O., Equerry to her late Majesty, testifying to the excellent manner in which everything had been provided for. It was, no doubt, the memory of the way in which things had been done in that year which caused the firm to be again selected to perform similar duties when his Majesty visited Sheffield in 1905, and they have also the honour of supplying the official carriages on the present occasion.

Recognising that those who live in these times must move with the times, and that though many people still regard a carriage and pair as the most comfortable and imposing mode of conveyance, yet others prefer the motor-car, Messrs. Tomlinson and Sons have now added to their previous business those of Motor Agents, Engineers, and Motor Body Builders. Just as it is possible, therefore, for anyone to obtain or hire a carriage from them, so it is possible to obtain a motor-car from their well-stocked garage, while the travelling motorist with his own car who happens to be in need of more skilled services than his chauffeur can give, or who has met with a mishap which cannot be repaired on the road, will find himself well taken care of by the expert mechanics retained by the firm to meet such emergencies, for they are accustomed to deal with all makes of machines, and can repair any which may come into their hands, with rapidity and executive skill.



Sheffield Photo. Co.

AT THE RAILWAY STATION: THE PRINCE AND PRINCESS OF WALES IN THE STATE CARRIAGE PROVIDED FOR THEM.

large and varied stock of pianos and organs by all the leading makers, so that the intending purchaser is able to compare the tone and appearance of the different instruments, and is therefore certain of being satisfied. The firm is additionally fortunate in having the sole agency for Sheffield and the surrounding districts for the famous Kaps pianos, which are unrivalled for the purity of their tone and the responsiveness of their touch—

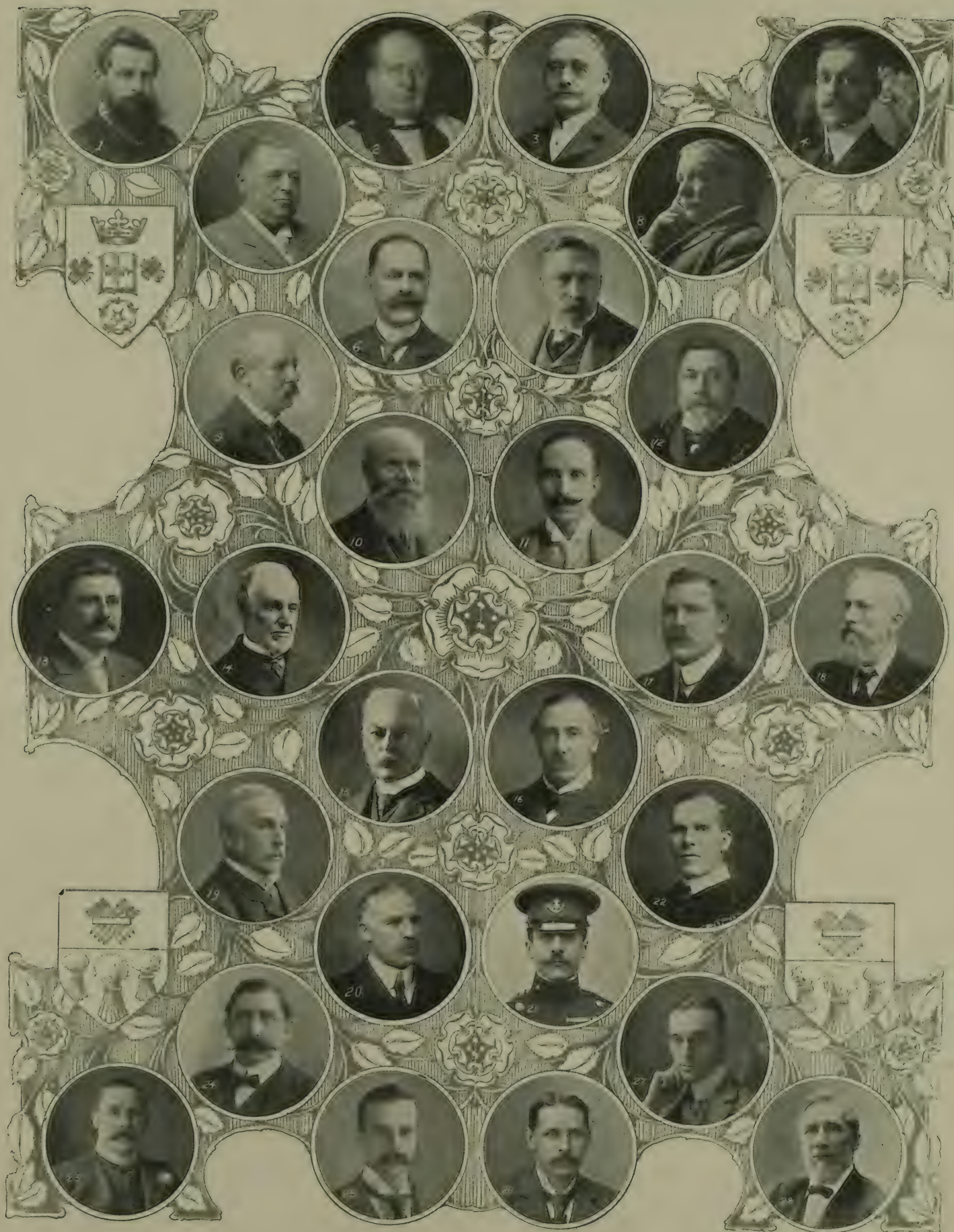


Photo. L.N.A.

ENTERING THE TOWN HALL: THE PRINCESS OF WALES ESCORTED BY THE LORD MAYOR OF SHEFFIELD.



# IN THE PUBLIC EYE AT SHEFFIELD.



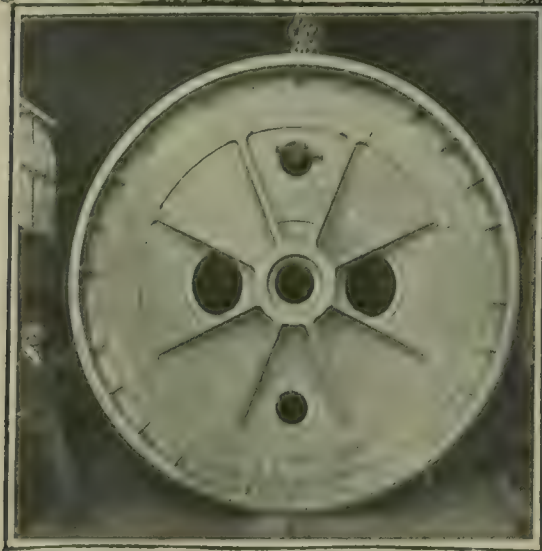
1. HIS GRACE THE DUKE OF NORFOLK, E.M., K.G., Litt.D.,  
Chancellor of Sheffield University.—[Photo, Elliott and Fry.]
2. THE RIGHT REV. J. N. QUIRK, D.D.,  
Bishop of Sheffield.—[Photo, Elliott and Fry.]
3. MR. W. EDGAR ALLEN,  
Who has Presented the Edgar Allen Library to Sheffield  
University.
4. SIR ROBERT A. HADFIELD, F.R.S., J.P.,  
Member of the Royal Reception Committee.—[Photo, Swain.]
5. MR. W. S. LAYCOCK, J.P.,  
Member of the Royal Reception Committee.—[Photo, Sarony.]
6. ALDERMAN H. P. MARSH, J.P.,  
Deputy Lord Mayor of Sheffield.—[Photo, Sheffield Photo. Co.]
7. THE RIGHT HON. THE EARL OF HAREWOOD, K.C.V.O.,  
Lord-Lieutenant of the West Riding of Yorkshire.  
—[Photo, Rosemont.]
8. ALDERMAN SIR WILLIAM CLEGG, J.P.,  
Member of the Executive Committee of the Royal Reception  
Committee.—[Photo, Lafayette.]
9. MR. ROBERT COLVER, J.P.,  
Member of the Royal Reception Committee.—[Photo, Kent and Lacey.]

10. ALDERMAN W. H. BRITAIN, J.P.,  
Member of the Royal Reception Committee.
11. MR. DOUGLAS VICKERS, J.P.,  
The Master Cutler of Sheffield.—[Photo, Winter.]
12. SIR JOSEPH JONAS, J.P.,  
Member of the Royal Reception Committee.—[Photo, Elliott and Fry.]
13. SIR CHARLES ELIOT, K.C.M.G., C.B., D.C.L.,  
Vice-Chancellor of Sheffield University.—[Photo, Lafayette.]
14. SIR FREDERICK T. MAPPIN, BART., D.L., J.P.,  
Member of the Royal Reception Committee.—[Photo, Elliott and Fry.]
15. MR. H. H. BEDFORD, J.P.,  
Ex-Master Cutler of Sheffield.—[Photo, Elliott and Fry.]
16. ALDERMAN GEORGE FRANKLIN, LITT.D., J.P.,  
Pro-Chancellor of Sheffield University.—[Photo, Russell.]
17. MR. ARTHUR BALFOUR,  
Managing Director of Messrs. Seebohm and Dieckstahl, Ltd.,  
—[Photo, Henderson.]
18. COLONEL SIR JOHN BINGHAM, BART., J.P.,  
Member of the Royal Reception Committee.
19. COLONEL T. E. VICKERS, C.B.,  
Member of Royal Reception Committee.—[Photo, Sheffield Photo. Co.]

20. THE RT. HON. C. B. STUART-WORTLEY, K.C., M.P.,  
Member for the Hallam Division of Sheffield.  
—[Photo, Sheffield Photo. Co.]
21. THE RT. HON. EARL FITZWILLIAM, D.S.O.,  
Member of Royal Reception Committee.—[Photo, Vandyck.]
22. MR. SAMUEL ROBERTS, M.P., D.L.,  
Member for the Ecclesall Division of Sheffield.  
—[Photo, Elliott and Fry.]
23. MR. R. M. PRESCOTT,  
Town Clerk of Sheffield, and Hon. Sec. of Royal  
Reception Committee.—[Photo, Lafayette.]
24. MR. J. TUDOR WALTERS, M.P.,  
Member for the Brightside Division of Sheffield.  
—[Photo, Burton.]
25. MR. JAMES FITZALAN HOPE, M.P.,  
Member for the Central Division of Sheffield.  
—[Photo, Elliott and Fry.]
26. LIEUT.-COLONEL BERNARD A. FRITH, J.P.,  
Member of Royal Reception Committee.  
—[Photo, Sheffield Photo. Co.]
27. MR. W. M. GIBBONS, M.A.,  
Registrar of Sheffield University, and Hon. Sec. of  
Royal Reception Committee.—[Photo, Lafayette.]
28. ALDERMAN SIR CHARLES SKELTON, J.P.,  
Member of Royal Reception Committee.—[Photo, Dickinson.]



# STEEL: HIGH-SPEED TOOL & "IMPERIAL" MANGANESE.



FOR A GIANT GUN, A STEEL PIVOT-PLATE CASTING WEIGHING 8 TONS, THE WORK OF MESSRS. EDGAR ALLEN AND CO.

IT is the munificence of Mr. Edgar Allen, the head of Messrs. Edgar Allen and Co., Ltd., of the Imperial Steel Works, that is responsible for the present visit of the Prince and Princess of Wales to Sheffield. Mr. Allen has presented to the University of Sheffield a much-needed building for the housing of the library. The generosity of the donor is characteristic of the public spirit and philanthropy displayed by so many of Sheffield's leading manufacturers in all matters concerning the social, educational, and commercial welfare of their illustrious city.

The famous works with which Mr. Allen's name for forty years has been indelibly associated are particularly identified with the production of high-speed tool-steel. Their "Stag Brand Special," which may be either air-hardened, water-hardened, or oil-hardened, has acquired for itself a splendid reputation. Engineers now are largely employing it for lathes and planing-tools, as it is so much more durable than the best high-speed steel hitherto obtainable. The "Stag Brand Special" will not only cut harder materials and take heavier cuts at higher speeds than any ordinary high-speed steel previously used, but will also wear much longer before requiring to be reground.

There are no steel-manufacturers in Sheffield more intimately connected with the origin and development of high-speed steel than the principals of Messrs. Edgar Allen and Co., Ltd. They will show you, if you are interested, a bit of the original ingot of self-hardening steel invented in 1858 by Mr. Robert Mushet. Mr. Mushet's asso-

nothing short of a revolution when these gentlemen produced steel which would harden of itself, and not lose its "temper" even when worked at such a speed that it becomes red-hot. That Messrs. Edgar Allen and Co.'s high-speed steel is unexcelled by any tool-steel in the market is only what may be expected from a firm which has always been a pioneer in this branch of metallurgy, and which is foremost in every research that may lead to improvement in the material with which their name is so honourably connected.

Messrs. Edgar Allen and Co., Ltd., are the leading exponents in this country of the process of steel-melting invented and patented by M. Alexandre Tropenas of Paris, from whom the firm secured the British patent rights. This process is in principle the same as the open-hearth furnace, the whole of the purification being effected through the medium of the slag on the surface of the metal. Their steel foundry was first fitted up with a Siemens plant, and the Roberts process was tried, but both were ultimately abandoned in favour of M. Tropenas' patented application of the pneumatic method of steel-making. The success of the Tropenas method has been phenomenal, and long experience has only served



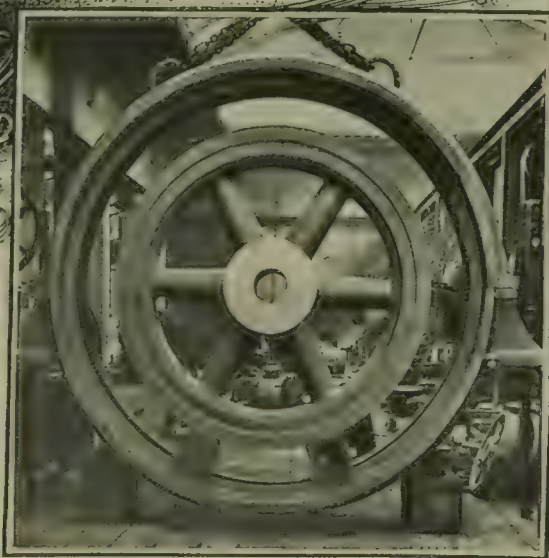
THE LARGEST ALL-MANGANESE STEEL TRAMWAY LAY-OUT EVER CONSTRUCTED IN THIS COUNTRY: A COMPLETE LAY-OUT FOR NEWCASTLE-ON-TYNE IN ALLEN'S MANGANESE STEEL.

Manganese steel is much used for tramway-work at points where ordinary steel would soon be worn out.

to confirm the faith of the firm in this mode of steel-making. The resulting fluidity of the steel is extraordinary. The metal can be carried in suitable vessels for long distances, and then run into moulds without becoming pasty. The thinnest castings can also be made with Tropenas steel, much more successfully than by either the crucible, open-hearth, or Bessemer systems. The castings are remarkably tough, and their appearance and general soundness leave nothing to be desired. Edgar Allen and Co., Ltd., were the pioneers in the production of high-permeability steel castings of the purest quality for electrical purposes, and the manufacture of these castings is one of their most important developments. The high permeability of these magnetic castings, and the facility with which the steel can be run into thin and intricate sections, have secured for them a prominent position with the principal electrical engineers. The firm's engineers' steel castings are used in the construction of all kinds of machinery, and one remarkable characteristic of them all is the ease with which they can be welded in the ordinary way, either to themselves or to iron, or to welding bar steel. The firm also manufactures wheels for collieries, mines, slag and metal bogies, and so forth by the thousand. The testing, both of their magnet and engineers' castings, is conducted by perfectly independent outside experts, with entirely satisfactory results. It ought to be mentioned also that Messrs. Edgar Allen and Co., Ltd., are large manufacturers of files, saws, Ferrari's patent ball-mills, which have proved so highly efficient in ore-treatment; conveyers and elevators, ore-crushers, pulverisers, and of a central buffer for use on railway carriages and wagons, made of a special quality of weldable cast-steel.

One of the notable specialities of the firm is their "Imperial" manganese steel. This steel is specially suitable for parts of machines where the wear-and-tear is excessive, such as in cement-making machines, ball-mill grinding-plates, tube-mills—now so much used on the Rand—wash-mill tines and harrows, dredger-pins and bushes, sprocket-wheels, colliery tub-wheels, crusher-jaws, etc., and, in short, in every position where severe frictional wear is to be encountered.

One of the more recent developments in the use of manganese steel is in railway and tramway work at points where the traffic is very heavy and where



MADE OF A NOTABLE SPECIALITY: AN ALLEN'S DYNAMO-MAGNET CASTING, WEIGHING 19½ TONS, OF IMPERIAL DYNAMO-MAGNET STEEL.

ordinary steel is soon worn out. Nothing has yet been discovered so durable and so economical—in spite of its somewhat high initial cost—as manganese steel rails. An immediate decrease in cost of maintenance is obtained by substituting them for rails of ordinary steel. Messrs. Edgar Allen and Co. have placed themselves in a position to supply rails rolled from their "Imperial" manganese steel. The firm has already supplied considerable quantities for tramway and railway track work in this country, as well as on the Continent and in the United States. Whereas the figures on an important railway show that manganese rails on a 62-ft. curve lasted for over six years, and that they are still in use, the ordinary Bessemer-steel rails were worn out in the same place in forty-four days!

In another instance some of the firm's manganese steel crossings were laid down by the North-Eastern Railway at a place where four hundred trains were passing daily. The crossings made of ordinary steel used to last only eight months, whereas the manganese-steel crossing, which has been down for six months, shows as yet no sign of wear. The illustration given above is of a complete tramway "lay-out" for Newcastle-on-Tyne. This is the largest all-manganese steel tramway "lay-out" that has ever been constructed in this country, and weighs fifty tons.

The Government are extensive purchasers of the manufactures of the firm, and a large business is done also with the principal countries on the Continent, as well as with South Africa, Australia, and other colonies. So considerable is Messrs. Edgar Allen and



A MOULD FOR RAILS READY TO RECEIVE THE MOLTEN METAL: THE MOULD, SHOWING (A) THE HOLE THROUGH WHICH THE MOLTEN METAL IS POURED, AND (B) ONE OF THE CYLINDERS THROUGH WHICH THE SURPLUS SPURTS UP.

ciate in the introduction of this invaluable invention was Mr. Robert Woodward, one of the Managing Directors of Messrs. Edgar Allen and Co., Ltd. It was



RAILWAY-CROSSING MAKING AT MESSRS. EDGAR ALLEN'S: THE MOULD AFTER THE PATTERN HAS BEEN REMOVED READY FOR FINISHING.

Co., Ltd.'s oversea trade that the firm has branch businesses in Johannesburg, New York, Chicago, also in Canada and Japan, at all of which branches the firm's own staff is exclusively employed.



## HARDENING WITH OIL: A GREAT GUN IN THE MAKING.

DRAWN BY S. BEGG, OUR SPECIAL ARTIST IN SHEFFIELD.



HEATED IN A METAL TOWER: HARDENED IN AN OIL BATH: LOWERING AN "A" TUBE FOR A 50-CALIBRE 12-IN. GUN INTO THE OIL.

The vertical metal towers shown in the drawing are furnaces lined with brick, and are used for heating tubes for guns in the process of oil-hardening. The tubes are placed in the furnaces, are heated to a specified heat, and are then picked up by the crane shown, which is a travelling crane capable of lifting a hundred tons. The tubes are carried to a position over a large tank sunk vertically in the ground and filled with oil, and are lowered into it until completely immersed, and left there to cool. To reduce the height of the lift, the furnaces are so constructed that their sides open and make it possible to take the tubes from the furnace in a horizontal direction. An open furnace is shown in the background. The tube illustrated (an "A" tube for a 50-calibre 12-in. gun) is some 54 feet long in the state shown. Directly the tube touches the oil, the latter bursts into flame, but this stops as soon as the tube is completely immersed. Our drawing was made at Messrs. Vickers Sons and Maxim's.



## SHOPPING IN SHEFFIELD: THE MOOR HEAD.

THE notable establishment of Messrs.

T. and J. Roberts, at Sheffield Moorhead, is representative in another field of activity of

the same intelligently directed energy that has made the great Yorkshire city famous for the unrivalled excellence of its specific manufactures. Certainly there is no more progressive and enterprising furnishing and drapery firm in the North of England than that founded some forty-seven years ago by the late Mr. Thomas Roberts, who was joined, later, in partnership by his younger brother. As in the case of so many of the Sheffield houses rejoicing to-day in world-wide fame, the business of Messrs. T. and J. Roberts sprang from small beginnings, and has grown steadily until its dimensions now bring it into the category of distinctly great business concerns. Such a result could only be attained by indomitable pluck and energy, and by untiring patience in the face of all difficulties. Whilst the founder built up the enterprise upon a strong and solid foundation, he was supported ably by his sons, whom he trained to the business, and who now carry on those traditions of honourable trading that have made for this firm a name and reputation second to none in the provinces. It is refreshing in an age when every family business seems to be converting itself into the soul-less impersonality of a limited liability company, to find a private firm, justly proud of its commercial ancestry, carried on by the direct descendants of the founder, who, whilst jealously guarding the good name of the old house, at the same time neglect nothing that may tend to the extension and modernising of the business. For the one danger attaching to hereditary businesses handed down from fathers to sons is that the methods may become stereotyped, and that the excellent principle of "what was good enough for them is good enough for me" may be pursued to an extent which ultimately stamps the concern as out of date and unprogressive. It is hardly necessary to say that those responsible for the management of Messrs. T. and J. Roberts have very successfully avoided any such danger, and their magnificent establishment at Sheffield Moorhead is a striking confutation of any suggestion to the contrary. That the firm occupy one of the best sites in the city is unquestionable, and that they have erected upon it a splendid and imposing block of buildings of which they may well be proud can hardly be gainsaid by the most captious critic. The firm is more than a retailer of other people's goods. As regards actual manufacturing, Messrs. Roberts are themselves cabinet-makers and upholsterers; they have carpet and blind making workshops, besides workrooms for the production of high-class bedding; also departments for dressmaking, blouse and mantle making, and millinery.

Messrs. T. and J. Roberts conduct a big wholesale trade in the above-mentioned lines for thirty square miles round Sheffield, and they have developed, in accordance with progressive business principles, a large and increasing mail-order business. This practice of shopping by post—for that is really the essence of the mail-order business—owes its origin to the acumen and ability of our



THE FAMOUS CUTLERS' HALL, AS DECORATED FOR  
A GALA OCCASION.

The decoration here illustrated was designed and carried out by Messrs. T. and J. Roberts.

purpose, therefore, the firm has issued numbers of carefully prepared and illustrated price-lists and catalogues, in which everything is fully described, so that the distant or stay-at-home customer may effect his purchases with almost as much ease as if he attended in person at Sheffield Moorhead.

A few plain facts are better than any generalities, and as an indication of the importance of the standing of this house, we may say that the front of the premises contains a range of no fewer than sixty large plate-glass windows, altogether 6000 square feet of glass; and the superficial area of showrooms, warehouses, factories, and stores amounts to something like three acres. The firm occasionally enters into contracts of an unusual and heavy character, and, as an instance of this, we may cite that on the occasion of his present Gracious Majesty's visit to Sheffield in 1905 to inaugurate the new University, Messrs. T. and J. Roberts supplied no less than 4000 chairs, to manufacture which occupied the remarkably short space of six weeks, and this, too, without unduly disturbing the ordinary course of their business.

As one would expect from a firm of this character, their annual Winter and Summer sales, in January and July respectively, attract a very large amount of attention, and are largely patronised by the inhabitants of Sheffield and the neighbourhood. The display of the new season's goods is also an event that arouses interest in thousands of Sheffield homes, where the name of Roberts is indeed a household word. As much as £40,000 worth of new stock is placed in the showrooms on these occasions, and as Messrs. Roberts buy for cash at the lowest possible prices, they are able to sell their goods at the lowest possible margin of profit.

One must not forget to mention, in connection with their furniture display, that Messrs. T. and J. Roberts make a most interesting speciality of the complete furnishing of a house at four different prices that come within the reach of practically all sections of the population—viz., at £75, £125, £175, and £235. In order to illustrate the extraordinary value obtained at these respective figures, the firm has published a charmingly got-up booklet, illustrated in colours, entitled "Four Homes." At the lowest of the above prices—£75—a five-roomed house may be completely and comfortably furnished throughout, whilst for the top figure—£235—the beautiful array of well-made and artistic furniture is of astonishing value, and such as could only be supplied at this price by a manufacturing house trading on an extensive scale.

There are about two hundred employés, between whom and the heads of the firm the very best relations exist. They have their own fire brigade, and the buildings are equipped with emergency staircases, and all fire-extinguishing appliances. The management of the whole establishment is vested in the persons of Mr. William A. and Mr. T. Harland Roberts and Mr. A. Priestley, who exercise a strict personal supervision over all departments of this up-to-date model, modern, drapery and furnishing emporium.



SHOPPING IN ITS IDEAL FORM: AN AFTERNOON AT THE MOORHEAD, MESSRS. T.  
AND J. ROBERTS'S PREMISES IN SHEFFIELD.

American cousins, and Messrs. Roberts were not slow to recognise that this form of trading might be equally productive of good results in this country. For this

and Mr. A. Priestley, who exercise a strict personal supervision over all departments of this up-to-date model, modern, drapery and furnishing emporium.



OLD MOORHEAD, SHEFFIELD, AS IT WAS, SHOWING THE SMALL HOUSES AND SHOPS  
AND THE MONUMENT.



THE SAME SITE AS IT IS TO-DAY, SHOWING THE PREMISES  
OF MESSRS. T. AND J. ROBERTS.



# IN THE PUBLIC EYE AT SHEFFIELD.



1. MRS. DOUGLAS VICKERS,  
Wife of the Master Cutler of Sheffield.  
*Photograph by Lillie Charles.*
2. LADY BINGHAM,  
Wife of Col. Sir John Bingham, Bart., J.P.  
*Photograph by Thomson.*
3. MRS. LAYCOCK,  
Wife of Mr. W. S. Laycock, J.P.  
*Photograph by Henderson.*
4. LADY MARY HOWARD,  
Sister of the Duke of Norfolk.  
*Photograph by Russell.*

5. LADY JONAS,  
Wife of Sir Joseph Jonas, J.P.  
*Photograph by Elliott and Fry.*
6. HER GRACE THE DUCHESS OF  
NORFOLK.  
*Photograph by Russell.*
7. THE COUNTESS OF HAREWOOD.  
*Photograph by Rosemont.*
8. THE LADY MAYORESS OF SHEFFIELD  
(Mrs. H. K. Stephenson).  
*Photograph by Keturah Collings.*

9. MRS. SAMUEL ROBERTS,  
Wife of Mr. Samuel Roberts,  
M.P., D.L.  
*Photograph by Keturah Collings.*
10. MRS. G. E. BRANSON,  
Wife of Lieut.-Colonel G. E. Branson.  
*Photograph by Sheffield Photo. Co.*
11. MRS. HUGHES,  
Wife of Alderman Herbert Hughes,  
C.M.G., J.P.  
*Photograph by Sheffield Photo. Co.*

12. LADY HADFIELD,  
Wife of Sir R. A. Hadfield, F.R.S.,  
J.P.  
*Photograph by Barnett.*
13. MRS. FRANKLIN,  
Wife of Alderman George Franklin,  
Litt.D., J.P.  
*Photograph by Russell.*
14. COUNTESS FITZWILLIAM.  
*Photograph by Thomson.*
15. H.R.H. THE PRINCESS OF WALES.  
*Photograph by H. H. Muir.*



# THE BANKING FACILITIES OF SHEFFIELD.

## The Sheffield Banking Company, Ltd.

The development of English trade and industry which followed the inauguration of railways

in the first half of the nineteenth century called, as a natural sequence, for financial organisation and co-operation among men engaged in every kind of business.

This particularly was the case in Sheffield, where the iron and steel trades received a great impetus from the rapid building of railways, with the result that in 1831 a number of leading Sheffield citizens met to consider the establishment of a banking business which would undertake their financial transactions. The outcome was the founding of the Sheffield Banking Company, which has a magnificent record of seventy-eight years' steadily increasing business. The names of the gentlemen who in 1831 were associated in the establishment of the Sheffield Bank are still represented in the business and public life of the city by their sons, grandsons, and other descendants. The first chairman of the bank was Mr. Samuel Bailey, a well-known writer on economic and philosophical subjects, who, at his death in 1870, bequeathed a sum of £103,000 to the Town Trustees for the benefit of Sheffield. For almost sixty

years onward from 1843 the business and policy of the bank were directed with rare ability and sound judgment by the late Mr. James Henry Barber. Under his management the business of the company increased more than tenfold, and the bank rose to a leading position. Mr. Barber was also largely instrumental in the formation of the Association of English Country Bankers.

The history of the Sheffield Banking Company, Ltd., is a record of sturdy growth, and its development has been unassisted in any way by the modern policy of amalgamation. Notwithstanding overtures to this end, the Sheffield Banking Company still retains its own local and original constitution, and enjoys the fullest confidence of the community. With its head office in George Street, the bank has nine sub-offices in Sheffield and suburbs, and others in the surrounding district.

**The Union of London and Smiths Bank.** No longer ago than the middle of the eighteenth century, the merchants of Sheffield, as well as of other more northern towns in Yorkshire and Lancashire, were compelled, when requiring to cash or discount a bill of exchange, to take horse or coach and make a journey to Nottingham for the purpose. For in Nottingham, as early at least as 1688, Thomas Smith was beginning to develop his business as a draper into that of a banker, a development which was consummated by his son Samuel, who became a banker in the modern sense of the word in the opening years of the next century. That was the origin of the banking firm of Samuel Smith and Co., one of the twenty-two bank amalgamations represented by the Sheffield branch of the Union of London and Smiths Bank. No fewer than seventeen of the twenty-two banks consolidated into the present firm possess a record of over a century's successful and honourable trading.

The Union Bank of London, which takes precedence in the general title of the amalgamated firms, was founded in 1839, with a paid-up capital of £211,450. Confining its business solely to London, its progress was steady, and in 1901 it possessed twenty-three branches. But the following year saw a great expansion, and from being a purely Metropolitan business, the Union of London took national rank by amalgamation with such prominent banks as those of Samuel Smith and Co., of Nottingham (established 1688); Smith, Payne, and Smith (established 1758); Samuel Smith Brothers and Co., of Hull; and three other firms; while in 1903 it absorbed the business of the London and Yorkshire Bank, and, later, that of Messrs. Prescott and Co., which in itself was the amalgamation of twelve other important and old-established private banking firms. The number of branches is now 175, of which there are three in Sheffield, under the management of Mr. George Simpson. The paid-up capital of the Union of London and Smith's Bank is £3,554,785, and the reserve fund is £1,150,000.

## United Counties Bank.

Excepting what are known as the four "old banks" of Sheffield, the business now carried on by the United Counties Bank, Ltd.,

is the oldest-established banking business in the city. It dates from over forty years ago, when it was opened as the Midland Banking Company, with its office at the corner of King Street and Old Haymarket. At that time the Haymarket was more the centre of Sheffield than it is to-day, for the widening of High Street and Pinstone Street in its present form had not then been contemplated. About thirty years ago the bank was removed to new premises—at the corner of Fitzalan Square and Commercial Street—which still constitute a notable feature of Sheffield architecture.

In 1881 the Midland Bank became merged into what is now the United Counties Bank, which originated in 1836 as the Birmingham Town and District Bank, with a paid-up capital of £50,000. This amalgamation proved so satisfactory that in 1881 the Bank further enlarged its sphere of operations by acquiring the business of the Midland Banking Company, and so established itself in Sheffield, where it has now four branches. The career of the United Counties Banking Company in Sheffield has been one of steadily increasing prosperity and widening of its area of business in the Midlands and Yorkshire, for in the last twenty years it has successively acquired the businesses of the Wolverhampton and Staffordshire Bank, the Midland Counties Bank, with its twenty-eight branches, the Wakefield and Barnsley Union Bank, with ten branches, and last, but not least, the Bradford Old Bank (which has a history of one hundred years), with twenty-five branches and sub-offices. From a total of fifty-nine branches in 1896 the United Counties Bank increased to eighty-one in 1901, to 156 in 1906, while to-day its branches number 190, and its paid-up capital amounts to £1,193,332, with £925,000 reserve fund and £11,859,895 deposits.

## Williams Deacon's Bank, Ltd.

What is now the Sheffield branch of the Williams Deacon's Bank, Ltd. represents the fusion of two old private banking firms, which were established, the one in London and the other in Sheffield, as long ago as the eighteenth century. It was on the site occupied by the present building, which adjoins the Cutlers' Hall, that in 1792 some of the leading gentlemen in Sheffield and the neighbourhood opened the banking business which they had combined to establish. The founders of the firm were Mr. Samuel Walker, of Masbrough Hall, with his brothers, Joshua and Thomas Walker. As sons of the "Father of the Iron Trade" they brought to the foundation of the bank not only large financial resources, but also the confidence and esteem in which their name and family were justly held by the public. With them were associated Mr. Vincent Eyre, the agent for the Duke of Norfolk's Sheffield estates, and Mr. William Stanley, a well-known Rotherham gentleman. Under the title of "Walkers, Eyre, and Stanley," the bank was opened in 1792, and began its long and prosperous career. In 1836 the firm was converted into a joint-stock company as the "Sheffield and Rotherham Joint-Stock Bank," which, after an independent existence of seventy-one years, was invited to amalgamate its business with that of Williams Deacon's Bank, itself established in London in the eighteenth century. The exact date is unknown, but as early as 1779 the name of the firm was published in a list of London bankers. Extending its business northward, Williams Deacon's Bank became as well known in and about Manchester as in the Metropolis. By a steady policy of consolidation and of absorption of private banks, and of such joint-stock concerns as the Manchester and Salford Bank and the Sheffield and Rotherham Bank, the Williams Deacon's Bank, Ltd., now comprises over a hundred branches in Yorkshire, Derbyshire, Lancashire, and elsewhere. The Manager of the Sheffield branch is Mr. J. H. Brammall.



THE SHEFFIELD BANKING COMPANY, LIMITED.



THE UNITED COUNTIES BANK, LIMITED.



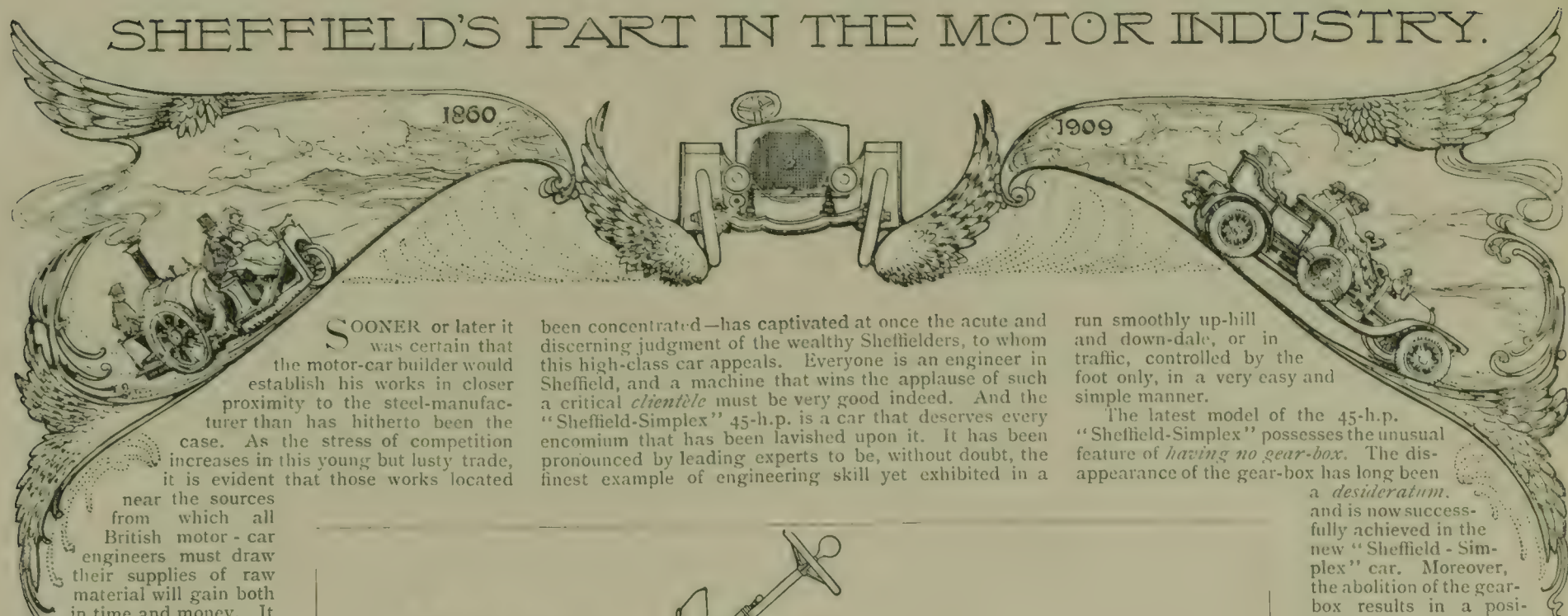
THE UNION OF LONDON & SMITHS BANK, LIMITED.



WILLIAMS DEACON'S BANK, LIMITED.



# SHEFFIELD'S PART IN THE MOTOR INDUSTRY.



near the sources from which all British motor-car engineers must draw their supplies of raw material will gain both in time and money. It is of enormous advantage to be in daily contact with the steel-producers, and to co-operate in the experiments constantly in progress for the improvement of the material used in motor-car work; moreover, speedy execution and delivery of orders become much more easy.

Practical considerations such as these were present to the mind of Earl Fitzwilliam when, with characteristic energy, he determined to bring the motor trade into the city near which lies his beautiful seat of Wentworth-Woodhouse. The noble founder of the Sheffield-Simplex Motor Works is a man to be reckoned with, either in the arts of war or of peace. Though still a young man, Lord Fitzwilliam has behind him a fine record of service, and his daring work on the railway between Johannesburg and

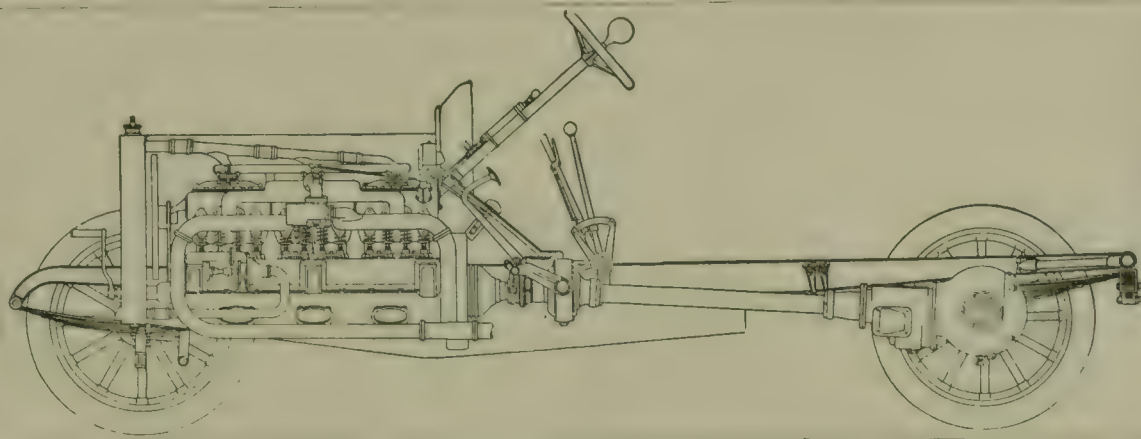
been concentrated—has captivated at once the acute and discerning judgment of the wealthy Sheffielders, to whom this high-class car appeals. Everyone is an engineer in Sheffield, and a machine that wins the applause of such a critical *clientèle* must be very good indeed. And the "Sheffield-Simplex" 45-h.p. is a car that deserves every encomium that has been lavished upon it. It has been pronounced by leading experts to be, without doubt, the finest example of engineering skill yet exhibited in a

run smoothly up-hill and down-dale, or in traffic, controlled by the foot only, in a very easy and simple manner.

The latest model of the 45-h.p. "Sheffield-Simplex" possesses the unusual feature of *having no gear-box*. The disappearance of the gear-box has long been

a *desideratum*, and is now successfully achieved in the new "Sheffield-Simplex" car. Moreover, the abolition of the gear-box results in a positive increase in efficiency. The only things that are diminished by its abolition are the *weight* and the *cost* of the chassis. The price of a "Sheffield-Simplex" 45-h.p. chassis with the usual gear-box is £750; without the gear-box, the cost is £625. The saving in weight is no less than about 340 lb.—equal, when running, to 2½ persons less in the car. This results, further, in the permanent reduction of the tyre bill and of the expenditure upon petrol.

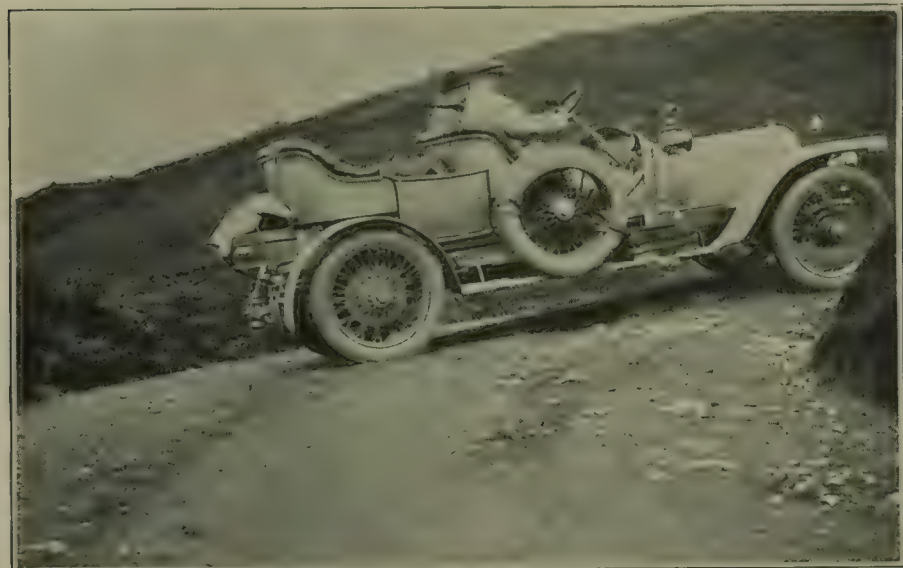
The engine, which has a perfectly balanced crankshaft of special design, possesses exceptionally large valves in comparison with the cubic capacity of its cylinders, and has a range of silent, vibrationless speed from 100 to 2000 revolutions per minute. Ball-bearings are introduced wherever possible. The



A SIX-CYLINDER 45-H.P. GEAR-BOX-LESS "SHEFFIELD-SIMPLEX," WITH ONE MEMBER OF THE FRAME REMOVED TO SHOW THE ARRANGEMENT OF THE MECHANISM MORE CLEARLY.

six-cylinder car. Simplicity is the striking feature. Your true engineer does not love complications. For him the highest art is to get the result aimed at with the fewest possible parts. Yet whilst the "Sheffield-Simplex" car possesses all the factors that make for scientific

simplicity, it has sacrificed nothing in appearance or efficiency. On the contrary, the "Sheffield-Simplex" is a most distinguished-looking car, which at once attracts the eye of the observer and stamps itself as something out of the common. Its silence and speed, and the



TAKING THE FAMOUS AMULREE HILL—ONE OF MANY IT HAS CONQUERED: A 1909 "SHEFFIELD-SIMPLEX."



GRADIENT 1 IN 6: A "SHEFFIELD-SIMPLEX" WITHOUT GEAR-BOX ASCENDING "DEVIL'S ELBOW," CAIRNWELL.

Vereeniging during the Boer War, under fire, was not discreditable. Even to this day the driving of a locomotive is a not infrequent pastime of his Lordship, who knows the footplate not as a mere amateur, but as a capable engineer duly qualified by long training in the "shops." It is only to be expected, therefore, that when Earl Fitzwilliam deliberately undertook the establishment of the Sheffield-Simplex Motor Works, he laid down a plant of the very latest form, and organised the works upon the most efficient and labour-saving models. To aid him in this enterprise he appointed Mr. Percy Richardson, formerly of the Daimler Motor Company, and well known to the motor trade for his wide technical knowledge and organising ability, as Managing-Director of the company, and recently added Mr. C.R. Garrard, lately of the Clement Talbot Company, as Works Manager. What this trio of gentlemen do not know about motor engineering is not worth knowing, and it is a pleasure to be able to announce that the "Sheffield-Simplex" car—the machine upon which these united talents have

simplicity, it has sacrificed nothing in appearance or efficiency. On the contrary, the "Sheffield-Simplex" is a most distinguished-looking car, which at once attracts the eye of the observer and stamps itself as something out of the common. Its silence and speed, and the

ignition is a combination of the dual system of magneto and accumulator, with low and high tension contact-makers and distributors, both fitted on to the magneto, obviating separately driven ones for the accumulator system. The wiring is high-tension, in which all the electric-wires for the various cylinders are moulded in one multi-core cable, having hinged-switch terminals to the sparking-plugs. The lubrication of all the transmission-gear, while running, is from one source, actuated by the firm's special mechanical pump-lubricator fitted on the dashboard. The control is simple and perfect, and, as already stated, enables the car to be operated by the feet only, leaving the hands free for steering. The pedals are two only in number. The pedal controlling the engine is not affected by downward pressure, being actuated by a side motion, a point which will appeal strongly to the experienced driver. The "Sheffield-Simplex" has a great and prosperous future before it.



WHERE THE "SHEFFIELD-SIMPLEX" IS MADE: THE SHEFFIELD-SIMPLEX MOTOR WORKS.

absolute control of its movements exercised by the driver without apparent effort, are merely outward signs of its merits. The flexibility of the engine is extraordinary. On the direct top-gear the "Sheffield-Simplex" may be

sure, being actuated by a side motion, a point which will appeal strongly to the experienced driver. The "Sheffield-Simplex" has a great and prosperous future before it.



# THE CITY THAT MADE ARROWS FOR THE ANCIENT BRITONS: ITS WORK IN THE TWENTIETH CENTURY.

## INDUSTRIES THAT HAVE CREATED MODERN SHEFFIELD.



1. AN ELECTRIC DRILL WORKING AN 84-INCH CYLINDER, AT MESSRS. DAVY BROTHERS.
2. A 3000-TON ARMOUR-PLATE BENDING MACHINE, AT MESSRS. CAMMELL LAIRD AND COMPANY'S.
3. HELD ON FOOT-BRAKES ONLY: A "SHEFFIELD-SIMPLEX" MOTOR-CAR DESCENDING A GRADIENT OF 1 IN 48.
4. A COLD ROLLING MILL, AT MESSRS. MARSH BROTHERS AND COMPANY'S.

A. and B. A PISTON-PACKING RING AND SPRINGS, AT MESSRS. LOCKWOOD AND CARLISLES.

C. and F. A CHAFF-CUTTER, AT MESSRS. JOHN CROWLEY AND COMPANY'S.

D. and E. PATENT REGULATORS FOR USE WITH TORPEDO VENTILATORS, AT MESSRS. W. S. LAYCOCKS.

G. and H. "OPEN-EASY" POCKET-KNIVES, AT MESSRS. W. R. HUMPHREYS AND COMPANY'S.

I. and J. RAZORS, AT MESSRS. HERBERT ROBINSON AND COMPANY'S.

5. MACHINE SHOP NO. 2 BAY, AT MESSRS. HADFIELD'S STEEL FOUNDRY.
6. A STEAM-HAMMER FORGE FOR TOOL-STEEL, AT MESSRS. SEBOHM AND DIECKSTAHL'S.
7. CASTING CRUCIBLE TOOL-STEEL, AT MESSRS. JONAS AND COLVER'S.
8. SCISSORS-GRINDING, AT MESSRS. JOHN NOWILL AND SON'S.
9. THE MAKING OF SPIRAL SPRINGS, AT MESSRS. SAMUEL FOX AND COMPANY'S.

10. AT WORK ON A SWEETMEAT-DISH, AT MESSRS. MAPPIN AND WEBB'S.
11. STAMPING A WHEEL, AT MESSRS. BROWN, BAYLEY'S.
12. THE SECRET OF THE STEEL'S STRENGTH: ALLOYS BEING SHOT INTO THE MOLTEN METAL.
13. MAKING A MOULD FOR RAILS, AT MESSRS. EDGAR ALLEN AND COMPANY'S.

There is a tradition that the ancient men of Sheffield made many of the arrows with which the Britons of their day strove to drive the invading Romans into the sea. It is true that the first record of the city's chief trade is a charter dating from the reign of the second Henry, but there is abundant evidence, in the form of beds of scoriae and so on, that before the Conquest, at all events, the few inhabitants of the place made iron weapons and other

implements. Thus began a great thing—the great City of Sheffield, the centre of the steel industry of the world. It should be said, with regard to our illustration of shooting alloys into molten steel, that, after the circular furnace seen at the top, of the picture has been tapped, as a barrel is tapped, and the molten metal has begun to flow into the fifteen-ton receptacle beneath, the alloys are shot into the metal through the shoot shown on the left,



# GREAT MAKERS OF SILVER-WARE, PLATE, & CUTLERY.



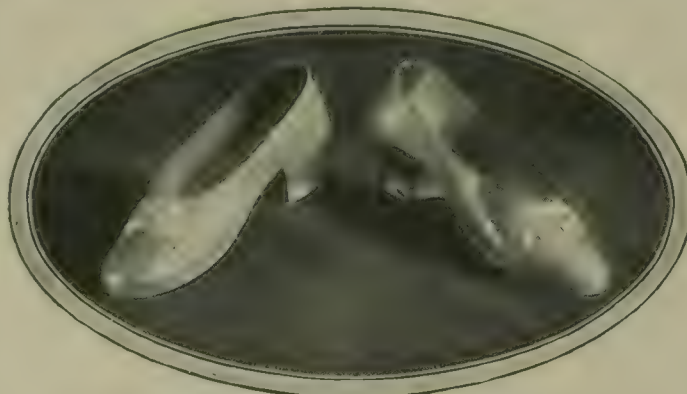
ALBERT MOORE'S "THE DANCING NYMPHS" AS A SILVER PANEL FOR A SILVER BED: THE PICTURE CHASED IN HIGH RELIEF.

AMONG household names is there any one more familiar than that of Messrs. Mappin and Webb, of the Royal Works, Sheffield, and of Oxford Street, Queen Victoria Street, and Regent Street, London? The very name of the famous firm conjures up, in the minds of the world and his wife, visions of glittering plate for use or for presentation purposes; of table cutlery, bright, incisive, and of exquisite finish; of richly appointed dressing-cases; and of all those delightful *impedimenta* with which the luxurious and the wealthy are wont to surround themselves.

But to the people of Sheffield the name of Mappin also stands for patriotic citizens who have conferred upon the municipality one of the noblest art galleries and collections of pictures in the kingdom. The Mappin Art Gallery, bequeathed by the late Mr. J. Newton Mappin, is a handsome building on the crown of the hill in Weston Park, Sheffield. It was opened in 1887, and contains the collection of fine pictures left by the founder, together with a large number of

valuable paintings presented by the present head of the family, Sir Frederick T. Mappin, Bart. Despite his advanced age, Sir

Though not the oldest of Sheffield houses — a city where many business firms trace their commercial lineage far away back into the eighteenth century, nevertheless, the firm of Mappin and Webb is of very respectable antiquity. The earliest records go back to the year 1797, when the name of Mappin first appears in the Sheffield Directory, as being identified with the manufacture of Sheffield plate and cutlery, and the name has been associated with the business without a break since that date. In 1902, the firm of Mappin and Webb was amalgamated with that of Mappin Brothers, a firm of which the chairman of the present firm was originally a partner.



MODERN CINDERELLA'S SHOES: SILVER SHOES MADE FOR "MY FANCY."

These shoes were made for the well-known dancer "My Fancy" by Messrs. Mappin and Webb. They are of silver, and their owner, who prides herself on the smallness of her feet, offered a prize to any member of her audience who could wear them.

By their enterprise, and by the superlative excellence of their wares, Messrs. Mappin and Webb now occupy a commanding position in the world's plate and cutlery trade. Occupying about three acres of ground and employing over six hundred hands, the works of Messrs. Mappin and Webb are complete in themselves; and from the first stage of melting the



ALBERT MOORE'S "SOMNUS" AS A SILVER PANEL FOR A SILVER BED: THE PICTURE CHASED IN HIGH RELIEF.

metal to the final act of wrapping, packing, and dispatching to its destination of the finished article, all the processes of the manufacture of silver, electro-plate, cutlery, and Britannia ware may be there observed.

The purchaser of plated goods is bound to rely for their value very largely upon the reputation of the firm with which he deals. The spoons, forks, and other plated articles issued by Messrs. Mappin and Webb, and bearing their trade-mark, "Prince's Plate," may be confidently relied upon to give at least twenty years' reasonable usage.

In the silversmiths' department a staff of specially trained metal-workers is employed; and in the glass-cutting shops are produced, in every variety of design, the beautifully cut crystal goods and accessories for table and decorative purposes.

In the cutlery shops may be seen a great variety of pearl and ivory handles in course of being engraved or fluted, and here are stocked large quantities of ivory ready for conversion into handles for carvers, dinner and dessert knives, pocket cutlery, etc. In another department razors are made, and handles of all kinds



MADE OF 13 MILES OF 12-IN. WIDE SILVER: A PART OF THE DINNER AND TEA SERVICE SUPPLIED TO THE KING OF SIAM.

The dinner and tea service for a hundred persons supplied to the King of Siam by Messrs. Mappin and Webb took eighteen months to make, and weighs 30,000 ounces of silver. It is estimated that the sheet-silver used for the service, if placed in line and of a width of 12 inches, would reach for a mile and a quarter.

Frederick, who has always taken the deepest interest in the advancement of his city, retains the chairmanship of the Department of Applied Science in the University.

Just as there is no factory more admirably representative of the cutlery and electro-plate trades in Sheffield than the magnificently equipped works of Messrs. Mappin and Webb, so there are no more superbly appointed retail houses in the finest thoroughfares of the Metropolis than those belonging to this notable firm. The truly regal edifice, 158-162, Oxford Street, the exterior of which is built entirely of Pentelikon marble, brought from the Quarries at Athens, is one of the most elegant as it is one of the largest buildings in this great and important London artery. The Regent Street house constitutes a good second, whilst the magnificent shop in Queen Victoria Street, opposite the Royal Exchange, and flanked by the Mansion House, is the cynosure of every eye that surveys this heart and centre of the city's highways. In addition to the mammoth works at Sheffield, some departments of which we are able to illustrate, and in addition to the London houses above referred to, the firm have branches at Manchester, Paris, Biarritz, Nice, and Johannesburg, and are negotiating for the establishment of new branches in still other of the world's centres of trade or fashion.



A SILVER BEDSTEAD THAT WEIGHS OVER A TON: MADE FOR A GREAT INDIAN RAJAH.

The bed is 8 feet by 6 feet by 13 feet 6 in., and weighs 1 ton 7 cwt. 23 lb. The panels of the bed (illustrated separately on this page) are after pictures by Albert Moore. The four figures representing the Seasons are by Mr. Birnie Rhind, R.S.A. The bedstead and the furniture are the work of Messrs. Mappin and Webb.



SILVER FURNITURE FOR AN INDIAN RAJAH: ONE OF THE FOUR TABLES THAT GO WITH THE GREAT SILVER BEDROOM SUITE.

The set of bedroom furniture includes, in addition to the bedstead, a six-foot cabinet-sideboard, a four-foot six-inch dressing-table, four occasional and console-tables, six easy chairs, six single chairs, and two couches or Ottoman divans. A photograph of the bed itself, and illustrations of the two panels, also appear on this page.

shaped and fitted to their blades. Purchasers can never go wrong so long as they obtain a knife or a razor bearing the name and mark of this eminent house. The firm's mark of a cavalier with a sword and the word "Trustworthy" is a sure guarantee of highest quality of cutlery.

Many pages might be written about the beautiful and artistic work produced by Messrs. Mappin and Webb for trophies and for presentation purposes. A staff of artists and of highly trained artificers is constantly occupied in designing and executing some of the finest work to be seen in this or in any other country. The creative ability of designers employed by Messrs. Mappin and Webb is second to none. One remarkable commission recently executed by the firm to the order of an Indian Prince was for a complete bedroom suite in solid silver. The charming design and superb workmanship of this suite have excited the admiration of all who have been privileged to see it.

It may be here fitly mentioned that the company have been honoured with Royal Warrants and Appointments from many reigning monarchs, including H.M. the King. Numerous medals and awards have been received by the firm wherever their goods have been exhibited. At the latest of all great expositions—the Franco-British—Messrs. Mappin and Webb's exhibits carried off a Grand Prix and three Diplomas.



## AT A SILVER-ROLLING MILLS: FILLING THE MOULDS.

DRAWN BY S. BEGG, OUR SPECIAL ARTIST IN SHEFFIELD.



CASTING GERMAN-SILVER: POURING THE METAL INTO THE MOULDS.

In the casting of German-silver, which is a mixture of nickel, copper, and spelter, the first process is to run down the nickel and copper in equal parts into pig metal; after this has been done it is again weighed out, put into the crucible and placed into the furnace, when a further quantity of copper is added, together with spelter according to the quality required. When these alloys are melted they are withdrawn from the furnace and poured into moulds of various sizes to suit the purpose required, when they are ready for rolling. Our drawing was made at the Heeley Silver-Rolling and Wire Mills.



## MALLEABLE CAST IRON & AGRICULTURAL, HORTICULTURAL & DOMESTIC MACHINERY.

IN these days, when every industrial process is undergoing constant development and change, it seems scarcely credible that the method of making cast-iron which is now in operation, and producing a large quantity of the material consumed in the country, is practically identical with that first described by Reaumur in 1722. In that year he published the fact that "the heating of cast-iron castings embedded in red oxide of iron softens the metal perfectly and much more rapidly than all the other matters which he had tried."

Most of us talk glibly enough about malleable cast-iron, yet few of us could probably define what it really is. It consists of castings made by melting suitable pig-iron and casting it into the required forms. These castings are, of course, annealed to produce the required malleability. The finished article, when successfully manufactured, possesses all the advantages of cast-iron, in that the low melting-point of the pig-iron allows the most intricate and difficult castings to be made. These castings have the same beautiful skin and finish for which cast-iron is so well known. Moreover, they are practically free from blow-holes, produced by the gases which often cause so much trouble in steel castings. All



A HUNDRED YEARS AGO: MESSRS. J. CROWLEY AND COMPANY'S WORKS.

and Co., Ltd., of Sheffield, in the manufacture of the agricultural, horticultural, and domestic machinery for which they have long been celebrated. The excellence of their product has become a proverb throughout the world, for it is much superior to that turned out by most firms under the term of malleable cast-iron. Its advantages lie in its great strength and uniformity of quality. These qualities have recommended it not merely to the great departments of the Government, but to the builders of steam and other engines, railway-carriages, coaches, wagons and motor-cars, and the makers of bicycles and tricycles, agricultural implements, railway signals, etc.

In the line of domestic machinery, Messrs. John Crowley and Co. are renowned for their lawn-mowers, which have taken innumerable prizes everywhere, as well as for their garden-rollers, and many machines like those for cleaning knives, forks, and spoons; while, in the agricultural world, their chaff-cutters have an enviable reputation, as have their various pumping, slicing, and other machines.

The importance of the firm may be readily understood when it is stated that the works cover an



THE DEVELOPMENT OF THE PRODUCTION OF MALLEABLE CAST-IRON: THE OSMOND FURNACE, IN WHICH MALLEABLE IRON WAS PRODUCED.

malleable cast-iron when cast is identical in analysis with some variety of pig-iron, and has present in its composition from three to four per cent. of combined

carbon, which makes it exceedingly hard. The malleableising is done either by the oxidation and elimination of the carbon, or by precipitating it into such condition that it does not militate against the production of the qualities desired.

In order to eliminate the carbon, the castings are now packed in cast-iron boxes in haematite ore, and heated to a point at which the ore commences to react with the carbon in the castings. This is carried to such an extent that the casting attains the desired degree of malleability, and its fracture is very similar to that

of steel. It is, therefore, easy even for the tyro in such matters to understand how this malleable cast-iron becomes valuable to such a firm as Messrs. John Crowley



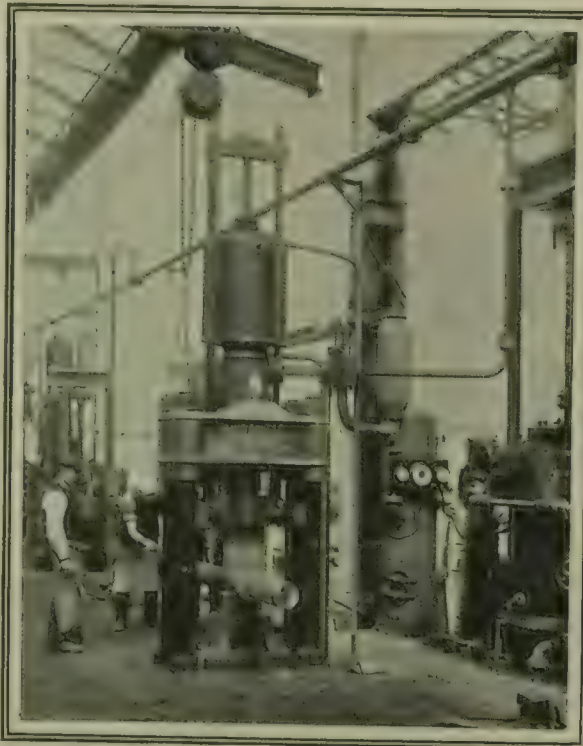
TO-DAY: A GENERAL VIEW OF MESSRS. J. CROWLEY AND COMPANY'S WORKS.

area of eleven acres, and the excellence of its output redounds to the credit not only of Sheffield, but also of England, the United Kingdom, and the Empire.



### MAKING MACHINES THAT MAKE "DREADNOUGHTS."

IT is a great and wonderful sight to witness the rolling of some vast defensive armour-plate, or to observe the forging under a huge press of the glowing ingot of steel, soon to be transformed into one of the mighty offensive armaments of some first-class battle-ship. But whilst gazing upon these titanic operations, the question suggests itself: Who builds these forges and presses, without which the makers of armaments would be as helpless as Tubal Cain without his hammer? It is in the works which are the subject of this notice that one may watch the genesis of the great hammers, rolling-mills, and other machinery required for the heavy steel and iron products for which Sheffield is famous. Until the improvements due to Messrs. Davy Bros. were introduced, the hydraulic presses used in the forging of very heavy work were extremely slow in their action. It is an old proverb that "heavy bodies move slowly," but the inventive genius of Davy Brothers has solved the problem of making heavy bodies move *quickly*, with the result that forging-presses of enormous power can be used where hitherto, for the sake of speed, steam-hammers have been employed. These improvements are due chiefly to the firm's patent automatic controlling and single-lever gear, whereby all the movements of the press-head follow exactly the movements of the "handing lever," both in respect to speed and to length of stroke. In brief, any movement of the lever in the hand of the operator is followed by a precisely similar movement of the press-head, and its movement is instantly arrested at any point by arresting the movement of the lever. Thus a press delivering a 4000-ton blow can be actuated, if necessary, at the rate of sixty such blows per minute! It will be readily understood, therefore, that the high-speed presses invented and made by Messrs. Davy Brothers, of Park Ironworks, Sheffield, are rapidly, in this country and abroad, taking the place of the time-honoured steam-hammer.



USING THEIR OWN MAKE: FORGING A STEEL COLUMN WITH A SMALL HYDRAULIC FORGING-PRESS.

Messrs. Davy Brothers not only make these small presses, in addition to many other things, but use them in their own works.



SITTING ASTRIDE A GRINDSTONE: GRINDING SCYTHES.

We illustrate scythe-grinding at Messrs. Tyzack, Sons, and Turner, Ltd. The grindstone, as may be seen, passes between the man's legs. Its great size should also be noted. The centre of the stone shown, for instance, is just below the foot of the man seen in the photograph.

trade-mark. The establishment of the firm dates back to the year 1812, when it was founded by Mr. William Tyzack, grandfather of the present directors of the company. From a small beginning it has grown with the steadily increasing demand for its goods, until to-day the Little London works of W. Tyzack, Sons, and Turner, Ltd., now cover about six acres of land and employ upwards of five hundred men. The premises have been completely rebuilt and remodelled during recent years, so that they embody every improvement suggested by the firm's long experience of its particular manufacture. The equipment and plant are complete and modern, comprising all the newest and best appliances; and the methods, from the refining of the steel down to the finishing of each article, whether it be a section of a reaper or mower-machine, or a file or saw, are of the latest and most approved description. It is this scrupulous attention to every process of manufacture and the production of goods of the highest quality only, which have built up the reputation that the firm enjoys in every part of the world.

### AN ARSENAL OF AGRICULTURAL WEAPONS.

THOUGH Sheffield is the most industrial of towns, and is given over entirely to the steel trade, yet it plays no small part in the cultivation of the soil, for in Sheffield workshops, out of Sheffield steel, are made the tools and implements without which, especially under modern conditions, the full cultivation of the land would be impossible. In this sense the Little London Works of Messrs. Tyzack, Sons, and Turner, Ltd., might be described as the arsenal of agricultural weapons, since the speciality of this firm is the manufacture of scythes, chaff-cutting knives, mowing, reaping, and every variety of agricultural tools, all of which enjoy a world-wide reputation for quality and durability.

It is a reputation based on nearly a century's use of the goods bearing the "Elephant Nonpareil" registered



## MAKERS OF COMFORTS FOR RAILWAY TRAVELLERS.

THE Victoria Works of Messrs. W. S. Laycock, Ltd., in the pleasant outskirts of the city, are among the most interesting of Sheffield's great industrial concerns.

Though the firm's business is not strictly of an engineering character, nevertheless, most of the output is so closely connected with engineering work that there is no incongruity in finding such an industrial undertaking as that of W. S. Laycock, Ltd., in close proximity to the steel-making centre of the world.

When a railway carriage is first turned out from the works of a railway company, it is a mere shell, devoid of partitions, seats, windows, fittings, or fixtures of any kind whatever. In this state it enters the Victoria Works, at Millhouses. When it leaves the hands of Messrs. W. S. Laycock, Ltd., it has been transformed into the railway-carriage as we all know it, or into one of those sumptuous cars

Brighton is the last word in up-to-date railway travel. The train consists of seven Pullman cars, vestibuled throughout, with seating accommodation for 219 persons. Every car is subdivided into three distinct saloons, each of which is in its essence a small and complete drawing-room.

The vestibule is a very essential feature of the modern corridor train, and the inventive genius of Mr. W. S. Laycock, the head of the firm, has been active in adapting the American vestibule to British rolling stock. His patents in this connection include a continuous platform buffer and automatic coupler, which

are faced in the change from the old methods to the automatic system advocated by the Board of Trade. According to the official returns the number of accidents arising from the necessity of men going between the carriages to couple them up, was for 1907 alone, 775, of which eighteen cases proved fatal. There is no doubt that the universal adoption of automatic couplers of this type will do much to lower this heavy total of casualties.

Messrs. W. S. Laycock were the pioneers in this country of the warming of carriages by steam from the engine, and the present day railway passenger owes a debt of gratitude to this firm for the gradual elimination of the ludicrously inefficient foot-warmer. Another of their noteworthy improvements in travelling comfort is their

balanced frameless window (Laycock's patent), which by a most ingenious adaptation of the principle of the lazy-tongs, dispenses with the usual leather strap. The window is so balanced that it will remain in any desired position—a consummation long devoutly wished for.

DESIGNED TO OBTAIN GREATER LIFTING POWER THAN ANY OTHER SIMILAR ARRANGEMENT: THE IMPROVED WINDOW-LIFT ON THE LAZY-TONGS PRINCIPLE—LAYCOCK'S PATENT.



FOR THE COMFORT OF THE PASSENGER AND THE SAFETY OF THE RAILWAY-SERVANT: THE COMBINATION VERTICAL-PLANE AUTOMATIC COUPLER, CENTRE BUFFER, AND VESTIBULE, LAYCOCK'S PATENT—AFTER AN ACCIDENT, SHOWING HOW THE DESTRUCTION OF CARS WAS PREVENTED.



THE LAZY-TONGS PRINCIPLE FOR WINDOWS ON A LINER: THE LAZY-TONGS IMPROVED WINDOW-LIFT IN USE FOR THE S.S. "ROTTERDAM'S" ENCLOSED PROMENADE DECK.

not only ensures the steady running of the train, but in case of collision, absorbs much of the shock and prevents the cars from telescoping. The Laycock automatic coupler is an improvement on the ordinary type used in America, in that, by the removal of a single pin, the automatic device falls away, exposing a hook which allows of the carriage to which it is attached being coupled up with another fitted only with the old-fashioned draw-hook and screw-and-shackle coupling. This coupler, therefore, is an invention which should materially assist our railway companies in getting through the transition period with which they

## MAKERS OF RAILWAY MATERIAL.

AMONG the largest and most successful establishments in Sheffield must be included that known familiarly as "Brown, Bayley's," which produces railway material for all the principal railways in the United Kingdom, the Colonies, Indian Possessions, Egypt, Mexico, South America, China, and Japan. The works, which cover an area of over thirteen acres, are most conveniently adjacent to the South Yorkshire section of the Great Central Railway, which runs sidings into every department of the works. Close at hand also is the Hull and Sheffield Canal, by which supplies of fuel and other materials can be brought most economically right up to the works, and heavy manufactured goods taken outwards to London, Liverpool, and other ports for shipment abroad. Steel is produced at Brown, Bayley's, either by the Siemens-Martin or Bessemer steel-making processes—to suit the requirements of purchasers. The steel goods actually manufactured by the firm comprise steel tyres, steel axles, laminated bearing and buffing (or draw) springs, elliptical springs, conical, volute, and spiral springs for all railway locomotive, railway-carriage, and tramcar purposes. The company has a world-known reputation, which it assiduously sustains, for the good quality of its tyres, both as regards soundness, finish, and accuracy of rolling; and it supplies tyres of the largest dimensions for the driving-wheels of locomotives, down to the smallest sizes used for the wheels of tramcars.



STEEL HELD PRISONER BY AIR: CONVERTING METALS INTO STEEL.

Equally well and favourably known are the steel axles forged at Brown, Bayley's for the uniformity of their quality, and for soundness and freedom from surface defects.

The company devotes very considerable attention to the production of steel blooms, billets, slabs, rods, and bars for use in the manufacture of the different qualities of wire for ropes, cables, telegraphs, telephones, etc.; also steel for the manufacture of hammers, saws, files, edge-tools, and cutlery, and for other purposes too numerous to mention.

About 50,000 to 60,000 laminated springs are turned out annually by the firm, and the very high reputation which attaches to these springs, for the success with which they emerge from all tests, has rendered this branch of work one of the most considerable parts of the company's business. In the company's laboratory, research is constantly proceeding, and daily tests are made of the steel manufactured in the works.

The experience thus obtained is always at the disposal of purchasers, and the company is always prepared to guarantee the quality of its output. The requirements of engineers increase yearly with the increase of scientific knowledge, and the fine results obtained by the company under the exacting specifications of up-to-date engineering practice are of an exceedingly gratifying character.



## IN THE VERY FOREFRONT OF THE STEEL HOUSES OF SHEFFIELD

of its Lord Mayors, was Chairman of the Finance Committee of the Corporation for many years, is a magistrate for both the County and the City, a member of the Council of the Chamber of Commerce, and for eighteen years has held the position of Imperial

TO ILLUSTRATE HOW MUCH HARDER  
RAZOR STEEL IS THAN CHISEL STEEL:  
CHISEL STEEL, MAGNIFIED 445 DIAMETERS—  
AT MESSRS. JONAS AND COLVER'S.

NO figures are better known in commercial, civic, and social circles in Sheffield than those of Sir Joseph Jonas and his partner, Mr. Robert Colver. Nearly forty years ago the former gentleman commenced business in a very quiet way as a steel-manufacturer, and at the end of two years was joined in partnership by the latter. Few alliances have been more fruitful in good results, whether judged from the private or public standpoint. These gentlemen determined from the outset that whatever they produced should be the best of its kind and acting upon this principle, and bringing to bear upon their business an amount of



TO ILLUSTRATE HOW MUCH HARDER  
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Wherever the company have exhibited samples of their goods they have gained distinctions; they were awarded medals at the Philadelphia Centennial Exhibition in 1876; at the Paris Exposition Universelle of 1878; at the New Zealand International Exhibition in 1907; and they were awarded the Grand Prix for tool-steel at the Franco-British Exhibition in 1908.

The history of steel contains no more interesting chapter than that concerning the production of Messrs. Jonas and Colver's "Novo" high-speed steel, and its more recent development: "Novo Superior."



CASTING CRUCIBLE TOOL-STEEL—AT MESSRS. JONAS AND COLVER'S.

KNEADING CLAY WITH THE FEET, FOR MAKING CRUCIBLES:  
SEEKING FOR STONES WITH THE FEET—AT MESSRS. JONAS AND COLVER'S.

German Consul in Sheffield—having recently received a special decoration from the Kaiser in recognition of his services in this capacity.

Mr. Colver, though he has not perhaps bulked so largely in the public eye, has nevertheless come prominently before his fellow-citizens as one of the most earnest and philanthropic of Sheffield's captains of industry. He is a member of the Chamber of Commerce, and in 1890 filled the distinguished position of Master Cutler—his year of office being memorable in the history of this ancient and important guild.

It goes without saying that the works of men of this calibre, and the products emanating from those works, are certain to be also of the highest order. It is impossible in the space at disposal to describe in detail all the specialities of such an extensive steel-manufacturing business, but when we learn that for eleven years Messrs. Jonas and Colver held the War Office contract for tool-steel, and that they supply the steel for making rifles and projectiles to no fewer than fifteen foreign Governments, we shall realise in some degree the extent and magnificent quality of their output.

This is one of the few firms in the country where work is done with microscopic exactness—namely, to one quarter-of-a-thousandth part of an inch.

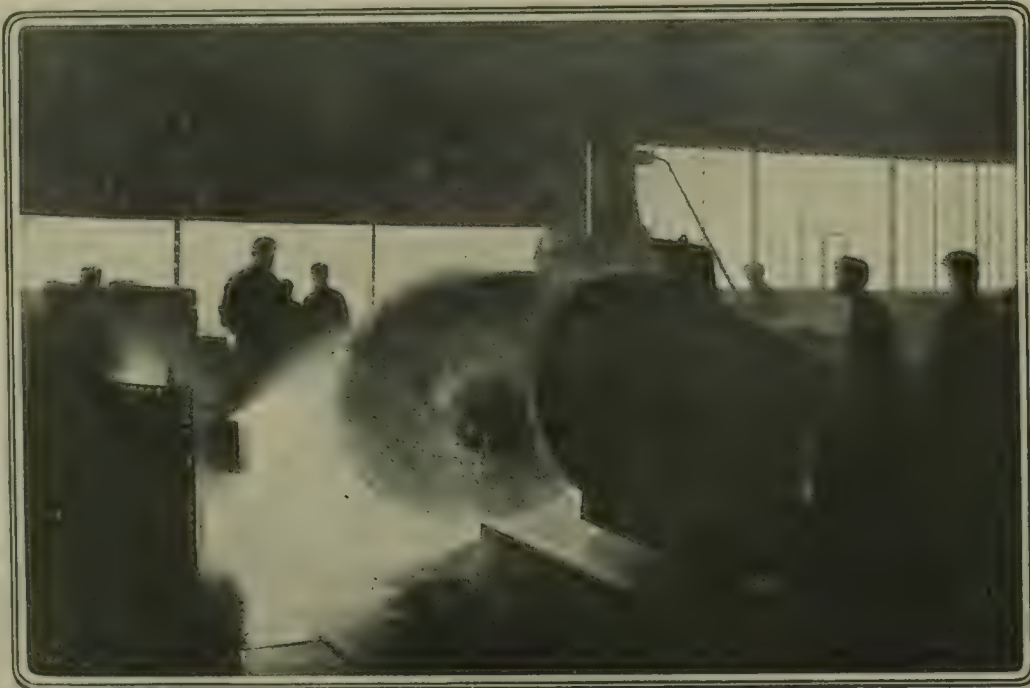


A RED-HOT INGOT BEING LIFTED OUT OF THE HEATING-PIT—AT MESSRS. JONAS AND COLVER'S.

scientific knowledge rare even in these days of scientific advance, it is little wonder that they now stand in the very forefront of the steel houses of the city. In 1870 the firm had only fifteen employés, to-day the staff numbers over fifteen hundred; in 1870 the works covered barely half an acre, to-day they spread themselves over an area of nineteen acres. The principals of this firm have not been content merely to further their personal and private interests; they are public men in the very best and highest sense. Though Sir Joseph Jonas is now an Englishman of whom Sheffield may well be proud, the influence of his Fatherland manifests itself in his love for and devotion to the cause of education, especially in its technical aspects.

It was in connection with the visit to Sheffield in 1905 of their Majesties the King and Queen to open the University that Sir Joseph received his knighthood. His work with regard to the Technical School and the University, with which it is now amalgamated, has proved of the utmost value.

Sir Joseph Jonas has held every possible position of honour that the citizens of Sheffield could confer upon him. He was an Alderman of the City; has been one of the most popular



CUTTING A RED-HOT BAR WITH A CIRCULAR SAW—AT MESSRS. JONAS AND COLVER'S.

The photograph of the lifting of a red-hot ingot from the heating-pit shows a preliminary to the rolling-out of the ingot into a long bar, and the cutting of this into billets. A long bar may be anything up to one hundred and twenty feet in length; a billet, which is a section of it, is generally from two to three feet.

For eight or nine years the firm had achieved remarkable success with its "Novo" steel, the output of which is probably the largest of any high-speed steel in the country.

But although "Novo" was, when compared with the best carbon steel, in its cutting power and durability, in the ratio of 12:1, "Novo Superior" now stands to "Novo" in the ratio of 5:1.

For instance, in a recent test with drills  $\frac{3}{4}$  in. diameter upon cast-iron (Brinell Hardness, No. 166), at 466 revolutions per minute, and with a feed of .018 in. per revolution, "Novo" steel bored thirteen holes to a depth of 3 in., at which stage the drill became useless, whereas "Novo Superior" bored seventy holes to a similar depth before the drill gave out.

This advance is not the result of any chance discovery, but of steady and persistent research—research which will go forward, to probably still greater results; as long as the names of Jonas and Colver are associated with the steel industry of Sheffield—sufficient answer, surely, to Mr. Carnegie's challenging statement that British steel metallurgy was in its decadence.



## STEEL LIKE CLAY IN THE HANDS OF THE POTTER.

DRAWN BY S. BEGG, OUR SPECIAL ARTIST IN SHEFFIELD.



A STEAM-HAMMER IN USE: HAMMERING OUT A STEEL BAR.

Such a hammer as the one here illustrated beats steel into shape as easily as the potter kneads the clay in his hands. Its power is enormous, but it is power that is regulated to a nicety. All of us, in the days of our youth, have heard stories of apparently miraculous doings with a watch: how the watch could be placed beneath the hammer, and the hammer sent crashing down towards it, to stop a fraction of an inch above the glass. It would be too much to say, perhaps, that watches are often treated in this way; but it is a fact that a hammer is often tested with the aid of an egg, it being brought down upon the egg with terrific force, and yet checked in such a manner that it merely cracks the shell.



## FROM UMBRELLA TO RAILWAY LINE: STEEL FOR ALL PURPOSES.

IF not wherever the sun shines upon the earth, yet, in every habitable region on which civilisation has set its seal, the name of Samuel Fox is known.

It is something of a supererogation, therefore, to state in set terms that the modern firm which goes under the designation of Samuel Fox and Co., Ltd., is concerned with the most recent development of the umbrella.

There is little doubt but that it is in this connection that the general public is best acquainted with the name, for umbrellas are in our hands most of the year round, and there are men who never dream of leaving their houses even when the sun is shining his brightest without their favourite and familiar Fox's Paragon, which is in the umbrella world what the hall-mark is to silver.

Beyond the general public, however, there is always a series of special publics, each made up of a smaller section of the community, but of a preponderating importance in so far as the particular object in which it is interested is concerned. With many of these smaller special publics Messrs. Samuel Fox have a reputation for several other articles, and that reputation is not one whit less great than that they enjoy with the mass of the people for the excellence of their umbrellas. So important, indeed, has been the development of these articles that umbrella-frames now form one department only in the output of their factories, for they are great manufacturers of Crucible, Siemens Martin, and Bessemer steels, the value and importance of which in a variety of industries everyone recognises from the mere mention of the famous names of the discoverers of the processes by which the material is produced.

If people are surprised at this development, how much more surprised will they be to learn that the firm are also large manufacturers of ingots, rails, billets, springs, tyres, and axles of all descriptions for railway rolling stock! These specialities are known throughout the whole world, and the orders received for them from remote regions, as well as from various parts of the United Kingdom, testify at once to the perspicacity of those concerned in the railway industry abroad, as well as to the reliability to be placed on the firm at home. The former realise that they can depend on getting the very best materials that money can buy, and that the quality will always be constant—one ingot or rail, for instance, being as like another as "half-pence are," to apply the classical quotation of similarity to these articles.

An idea, although only a slight one, of the magnitude of the firm's operations may be gathered from the illustrations on this page, where some of the mighty machinery used in the making of rails is represented, reproduced from photographs specially taken for the purposes of this article. This machinery is of the most up-to-date character, and has recently been installed in the works, in which, it need hardly be said, everything has to be of the most modern kind to enable the firm to keep pace with its competitors, who would gladly avail themselves of any opportunity for obtaining even a small portion of the trade enjoyed by Messrs. Samuel Fox. That "consummation," however "devoutly to be wished,"

is not likely to happen, for the firm's directorate is exceedingly alert, and endeavours to have no gaps or lacunæ in any direction through which its business can be withdrawn. On the contrary, the evidence of the newer enterprises proves,

of customers, giving them exactly what they want, in the best possible way, and of the best possible quality.

In order to carry out this policy to the full, radical changes have naturally been made in the works. Thus, the greater part of them has been entirely remodelled, and steam, which until a few short years ago was practically the sole means of motive power in all large works, has had to give way to electricity, whose advantages have been recognised throughout the community, although it has not yet taken that position in the domestic world which it enjoys in the manufacturing arena, on account, no doubt, of its greater cost.

As the company has its own collieries in the works, its supplies of coal are naturally obtained under such terms as enable it to produce its motive-power at such a cost as to compete on favourable terms with any of the other great works in the country—a fact of considerable benefit to those who do business with it.

Another advantage of the collieries is that, in addition to the coal, gannister and fireclay are produced, and their importance and value have only to be stated to be generally recognised. Besides the coal, an excellent supply of pure water is available for all the purposes of the factories, and by means of an ingenious arrangement, the great boilers are all fed by gravity from a tank situated about 500 feet above the level of the works. These works are situated at Stockbridge, in a valley practically amongst the Yorkshire moors. They are, however, conveniently close to Sheffield, the journey by train taking about a quarter of an hour.

While some indication has been given of the scope of the firm's energetic enterprises, it would be distinctly unfair not to draw attention to certain other important products which it turns out in large quantities. Two of the largest departments, for instance, are devoted to the making of high-class wire of all kinds and cold rolled steel strips.

This wire finds employment in a variety of articles, as wire rods, and for cards, hat-brims, fish-hooks, drills, hackle-pins, heavy guns for the Government, etc., as well as for umbrella-frames, ribs, and stretchers. The manufacture of springs of various kinds also uses large quantities of it. To the average individual a spiral spring is ordinarily a comparatively small matter, but when required to be of great strength its manufacture involves the use of large machinery, such as that for testing the resisting-power of the spring which is shown in the centre of this page.

One special form of steel with which Messrs. Samuel Fox and Co. deal is their steel tubes, which are so hardened that they will not break or bend out of shape. These characteristics have given the tubes a pre-eminent position in the manufacture of umbrellas, which are now made so as to fold in the very smallest compass, with a perfect taper from the tubes to the ferule.

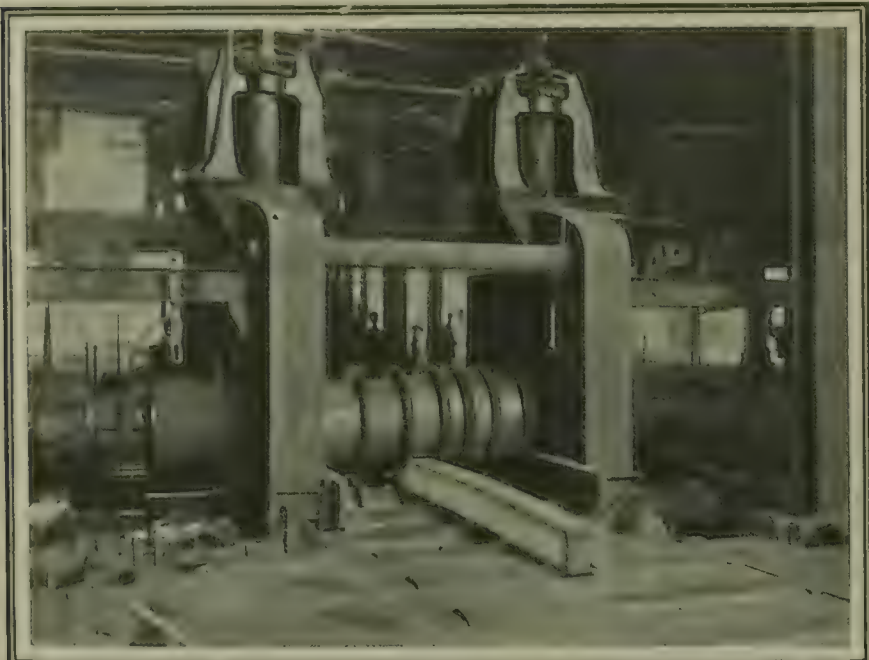
From this brief sketch it will be possible for some idea to be formed of the magnitude of the operations of Messrs. Samuel Fox, Ltd. Some people may, however, derive a more vivid picture of them when it is stated that the firm gives employment to some 2000 hands, and during a normal time pays about £2500 a week in wages.



TESTING THE RESISTING-POWER OF A SPIRAL SPRING.

The spring is compressed until it appears to be a complete cylinder. Then the pressure is removed, and it is noted whether the spring returns to precisely its proper form or no. Our photograph was taken at the works of Messrs. Samuel Fox and Company.

beyond all possibility of doubt, that Messrs. Samuel Fox make greater headway with each succeeding year, as must be the result of a close attention to the needs



ROLLING A 31-CWT. PIECE OF STEEL INTO A LENGTH THAT WILL CUT INTO THREE 36-FOOT RAILS, AT MESSRS. SAMUEL FOX AND CO.'S.



CUTTING THE LENGTH OF RAIL RESULTING FROM THE OPERATION ILLUSTRATED OPPOSITE INTO THREE 36-FOOT RAILS WITH A STEEL SAW, AT MESSRS. SAMUEL FOX AND CO.'S.



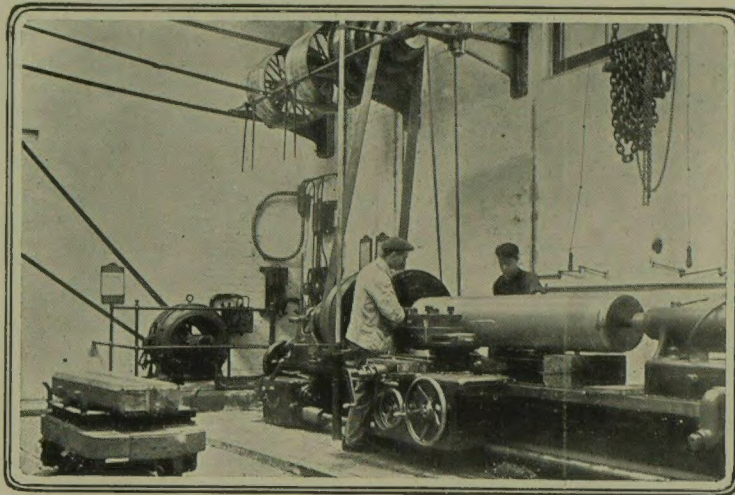
## MAKERS OF THE HIGHEST GRADE TOOL-STEEL.

IT would be impossible to pass in review the industries of Sheffield without reference to the important firm of Seebohm and Dieckstahl, Ltd., of the Dannemora Steel Works, whose name as manufacturers of the highest descriptions of tool-steel is known throughout the civilised world. The business was founded in 1865 by Mr. Henry Seebohm, who sprang from an old and honoured Quaker family in Bradford. Mr. Henry Seebohm was born in 1837, and died in 1895, and will be long remembered not only as a most scientific steel-master, but as a writer and traveller and naturalist of the first rank. He wrote much and well upon the science of steel-making, but his favourite study was ornithology, and he was beyond question one of the greatest authorities on bird-life. No journey was too arduous or enterprise too difficult when the objective was the securing of some new variety or the observation of the habits of a shy or rare bird. Mr. Seebohm left his valuable collection of specimens, etc., to the nation, and his bequest is now housed in the Natural History Museum, London. Mr. Dieckstahl, who joined Mr. Seebohm at the first establishment of the business, predeceased his distinguished partner by some years. In 1899 the firm was formed into a private limited company, with Mr. Robert Schott, who was then senior partner, as the Managing Director, and Mr. Edward Sonne, of Zurich, as Continental Managing Director. The business continued rapidly to extend, and in 1898 large additional works were built at Broughton Lane, Tinsley, Sheffield, and considerable enlargements were also made to the original Dannemora Steel Works. Mr. Robert Schott having lately retired from active work (except that he still

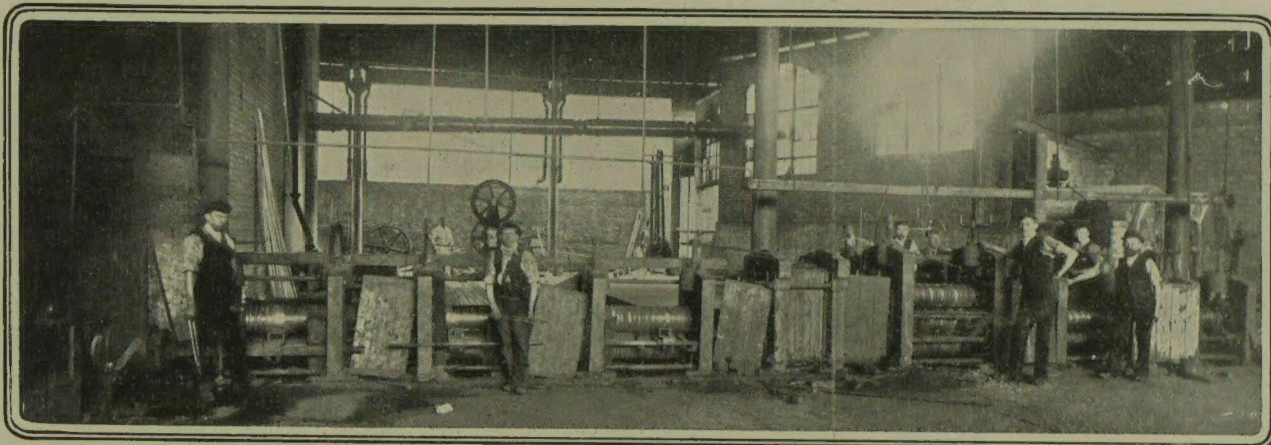
retains the Consulship for Belgium and the Vice-Consulship for Sweden), the office of Managing-Director

has devolved upon the able shoulders of Mr. Arthur Balfour, who for nearly twenty-one years has been connected with the firm. Mr. Balfour is at present a "searcher" of the Cutlers' Company; a member of the Council of the Sheffield Chamber of Commerce; chairman of the Steel Research Committee of the Sheffield University, and Vice-Consul for Denmark. Mr. Balfour is also the author of a booklet, "Hints on Steel," used by many technical schools and Universities as a text-book. The other directors are Mr. G. S. Watson and Mr. H. E. Hollis.

Few firms in Sheffield have been so loyally served. Many of the staff have been in the company's service for over a quarter of a century, and not a few for a period exceeding thirty years; whilst strikes among the men are unknown in the history of this firm, a fact which reflects the highest credit upon both employers and employed. The trade-mark of Messrs. Seebohm and Dieckstahl, "An Eagle on a Globe," is well known in every part of the world, and is recognised as a standard of quality. The company's other trade-mark, "Capital," was brought into prominence when they and another Sheffield firm were the first to introduce high-speed steel into the English market. The laboratory and research department of the company has enabled them to be always well to the fore in advances in crucible cast-steel manufacture, as witnessed by their recent success with their "Ultra Capital" high-speed steel, and other special steels for a variety of purposes. The company's working principle—that good quality will bring its own reward—has been amply justified in the prosperity that has attended its activities.



A HIGH-SPEED STEEL-TESTING LATHE, AT MESSRS. SEEBOHM AND DIECKSTAHL'S.



STEEL-ROLLING-MILL AT MESSRS. SEEBOHM AND DIECKSTAHL'S.

## IMPORTERS OF IRON; PRODUCERS OF STEEL.

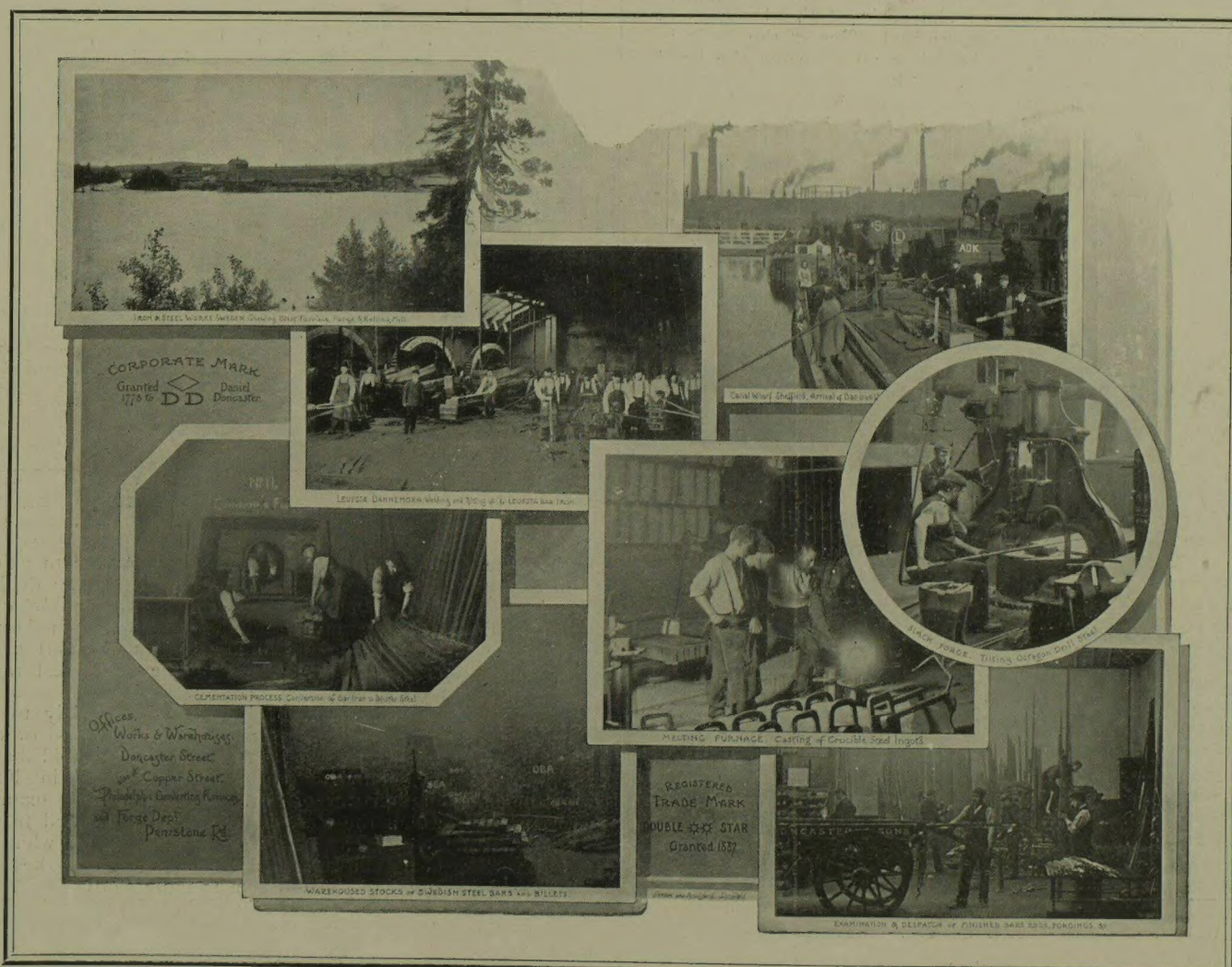
ESTABLISHED more than a century ago, by Daniel Doncaster, this firm has for Chairman, Samuel Doncaster, a grandson of the founder, with three great-grandsons of the founder acting as Directors, along with Herbert Barber, the Senior Warden of the Cutlers' Company, and his son. Its business is to import from Sweden and stock in its warehouses and at the Canal Wharf, many thousands of tons of the best brands of iron which the world produces, which have enabled the steel-makers of Sheffield to excel in the quality of its productions. Converting the iron into steel in its converting furnaces, it is able to supply the quality and temper of bar steel required for every purpose.

Its stock also includes Swedish, Siemens, and Bessemer steels of every carbon, and from the smallest sizes up to heavy ingots, which it works up under its own steam-hammers into every kind

of forging or shape required by the trade. Also Swedish electric steel, pig-iron, ferros-manganese, silicon, chrome, tungsten, molybdenum, and vanadium. Under the direction of an able chemist and metallurgist, Percy Longmuir, B.Met.,

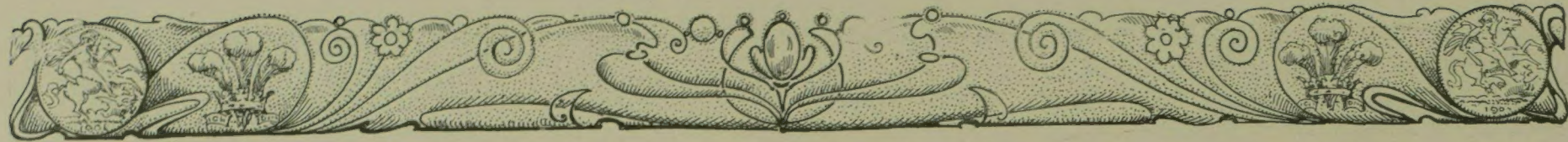
all the goods which it buys and sells are submitted to chemical, microscopical, and mechanical tests, while practical experiments are daily carried out in its melting-furnace.

This firm also has the pleasure of acting as sole agents in the Sheffield district for the sale of the steel products of Samuel Fox and Co., Ltd., whose manufactures are so ably described on the previous page. Indeed, its position is almost unique, having for more than a century, under the family direction already mentioned, continued the business of suppliers to the Sheffield trades; assisting in maintaining the high reputation of the city, participating in the growth of its trade, and realising the necessity of continuous expansion.



SWEDISH IRON AND STEEL MERCHANTS, STEEL MANUFACTURERS, FORGERS, AND TILTERS.  
SCENES OF MESSRS. DANIEL DONCASTER AND SON'S BUSINESS.





**A Firm with a Lineage.** As the history of some cities is virtually an embodiment of the rise and growth of an industry, so some individual firms in such a city embody the course of its development and the division of its industry into highly specialised branches. What Sheffield is to the steel trade as a whole, the old Sheffield firm of Marsh Brothers and Co., Ltd., is to the production of High-grade and High-speed steel for manufacture into tools of all kinds, ranging from pneumatic chisels to surgical instruments, and from dies for striking coins to steel for watch-springs and for piano-wire.

When the firm was first established by George and Thomas Marsh, in 1654, more than two hundred and fifty years ago, its chief business was the manufacture of knives. But good knives can only be made from good steel, and so successful were Marsh Brothers in producing it, that the high quality of their cutlery had the effect of building up such a demand from other manufacturers for this steel in bulk, that the firm ultimately relinquished making it up into cutlery, and (except in one or two departments) devoted itself solely to the production of steel adapted to the special requirements of various trades. The exceptions above referred to are the manufacture by Marsh Brothers and Co., Ltd., of the celebrated "Roxo" brand of razors, and of steel, files and rasps which have a well-deserved world-wide reputation.

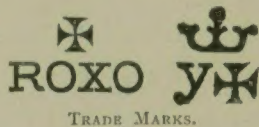
But chiefly this old Sheffield firm devotes its long experience to the production of the highest grades of tool-steel. Every competent engineer is



MELTING-FURNACES—AT MESSRS. MARSH BROTHERS AND CO., LTD.

familiar with Marsh Brothers' high quality crucible-cast tool-steel and steel for engineering, mining, shipbuilding, and electrical requirements.

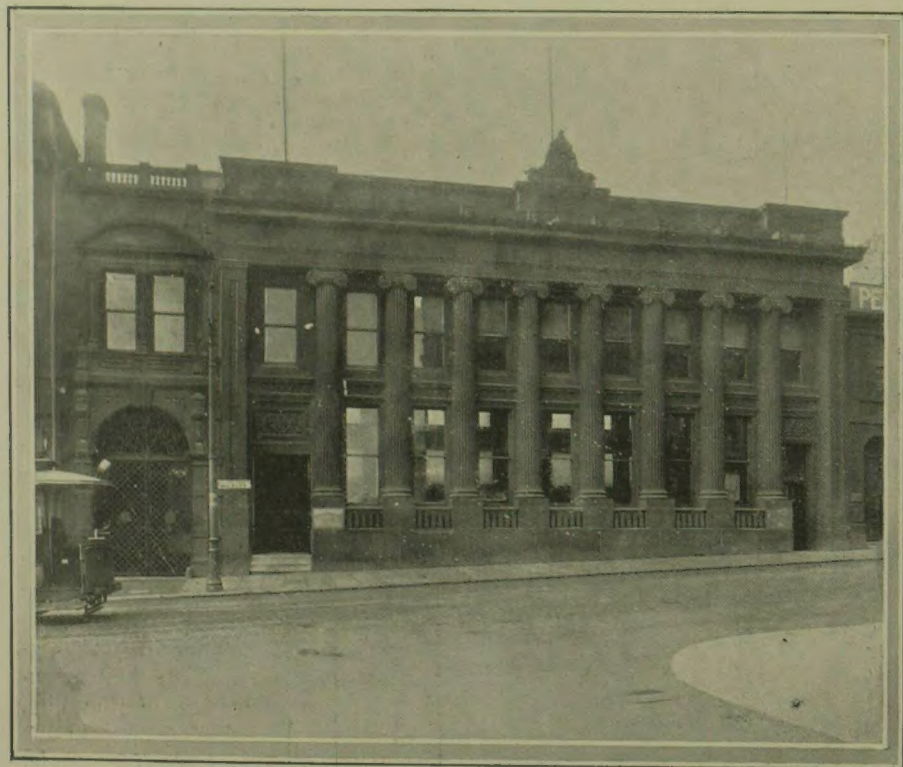
The trade-mark of the firm was granted by the Cutlers' Company in 1716, and from its foundation, down to the present day, been in the sole possession family. Mr. Harry Parker man of the Effingham Steel was Lord Mayor of Sheffield.



more than fifty years earlier, this business has always of the original founder's Marsh, who is also Chair-Works and Rolling Mills, field in 1907-1908.

#### The Sheffield and Hallamshire Bank, Ltd.

This banking company was formed in 1836 (in the early days of joint-stock enterprise) for the purpose of utilising local capital in the development of local industry. It was, and still remains a strictly Sheffield institution, and as one of the "old banks" of Sheffield it has borne its part on the financial side in the growth and extension of the industries and trades of Sheffield and the vicinity during the nearly three-quarters of a century since its foundation. Among its directors are the proprietors and heads of some of the oldest-established Sheffield firms. The steady progress and soundly conducted character of the business of this bank may be inferred from the fact that the original office of the bank in Church Street (an illustration of which is given below) has now become the head office of a business with no fewer than nine branches in the city of Sheffield itself, with branches at Chesterfield and Rotherham. The nominal capital of the bank is £1,500,000 of which £1,200,000 has been subscribed, and £300,000 paid



FOUNDED IN 1836: THE HEAD OFFICE OF THE SHEFFIELD AND HALLAMSHIRE BANK, LTD

up; leaving a callable capital of £900,000. The surplus fund has reached the handsome total of £200,578. The Chairman of Directors is Mr. George Franklin, and Mr. John F. Belcher is the Manager at the Head Office in Church Street.

#### A Historic Firm.

As long ago as April 27, 1700, when William III. was still king, and more than a decade before the accession of the House of Hanover, the Cutlers' Company in Sheffield granted to "Thomas Nowill, maker of knives," the right to stamp his manufactures with the mark which was duly registered as his personal and distinctive trade-mark. During more than two hundred years that mark on knives and cutlery of every description has become



RAZOR-BLADE FORGING—AT MESSRS. JOHN NOWILL AND SONS.

known and accepted throughout the world as denoting goods of the best and highest quality. It became so well known and so frequently imitated by foreign manufacturers that in 1842 Wm. Nowill, a descendant of the sixth generation from the original Thomas Nowill, founder of the firm, supplemented the trade-mark by a sign of the

This succession of the business from father to son places John Nowill and Sons in the position of being the oldest private firm in the cutlery trade whose principals are direct descendants of the man who founded the firm in 1700. The commercial value of this fact is shown by the steady growth of the business, as the result of the unflinching maintenance of the standard of quality, and by the invention and manufacture of new specialities. In particular among these are the Krosskeys Razor, made of the finest steel which Sheffield produces; Nowill's Patent Regulator Scissors, (supplied to Queen Alexandra) fitted with a screw which prevents them working loose at the pivot; scissors fitted with ball bearings; and a special pattern of table cutlery, styled "King Edward VII." (by gracious permission of his Majesty, and supplied to Queen Alexandra): these few out of many of the firm's manufactures show the ever-increasing fame and business of John Nowill and Sons. Their manufactures are of every description, pocket-knives, table cutlery, hunting-knives, scissors, and safety razors. The firm is still making one particular pocket-knife in the same pattern that they have made it for over two hundred years for the Eastern market. A patent cigar-cutter, lately produced by the firm, is a marvel of ingenuity and efficiency. Instead of cutting off the tip it makes three slender slits on the side of the cigar.

#### "Tuckwood's."

If the refinement and happiness of home-life form the true index to the condition and character of a country or city, it follows that the character and efficiency of the business organisations, upon which the housewife is necessarily dependent for the supply of domestic needs, are of the highest importance in the social and political economy of a community.



AN EXCELLENT EXAMPLE OF THE MODERN DEPARTMENTAL STORE: AT TUCKWOOD'S.

That the demand creates the supply is a well-worn axiom under which too many businesses have justified their inertia. But it is the distinction of modern business to have discovered the equal truth that the supply creates a demand. It is beyond doubt, for instance, that the rise of the modern great departmental store has done much to refine and to increase the comfort of English social life simply because it has brought before the people the widest range and varieties of goods at the lowest possible prices.

This development has not been confined solely to London, but has extended to the country. The steady growth and expansion of a business founded half-a-century ago has equipped Sheffield with an establishment which embodies every feature of the modern store. "Tuckwood's," in Fargate, right in the heart of the shopping quarter of Sheffield, is a striking example of the enterprise and success with which the store idea has been adapted to meet local requirements in the fullest degree. The size of the building, and, what is still more, the character and variety of its business, have long given it the right to be ranked as the Sheffield "Store" in the full sense of the word.

For Tuckwood's is not merely a shop for the sale of provisions and of domestic necessities. Its cosy restaurant and café (the first of their kind in Sheffield), with a ladies' boudoir and gentleman's smoking-room, make it a social as well as business centre. In the model bakery and factory, recently constructed according to the latest hygienic principles, the firm makes the bread, confectionery, cakes, and jam for which Yorkshire is justly famous—a fame which is so zealously upheld by Tuckwood's that orders for their dainties come from all parts of the world.



# FOUR EXAMPLES OF SHEFFIELD INDUSTRIES

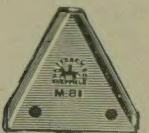
## The Owners of the "Horseman" Brand.

One of the several famous hardware manufacturers who have helped to make the prestige of Sheffield are Messrs. W. A. Tyzack and Co., whose "Stella" works are as famous as their "Horseman" brand, which means so much to the seeker after quality. It is a brilliant testimony to the excellence of the various articles of hardware manufactured by this firm that its position has been gained in a comparatively short time. It is less than half a century ago since the late W. A. Tyzack established the business, which has since received the assiduous attention of his son, E. Bernard Tyzack, who then assumed the management in 1902, and who subsequently associated himself with Mr. James Havenhand. Under their able and enterprising guidance the trade enjoyed by the firm both at home and in the Colonies, as well as in many Continental and foreign countries, has increased



"Horseman" Brand.

was deprived of his and vigorous practice years ago, for he died two sons—the late Mr. J. Stanley Tyzack, who subsequently associated himself with Mr. James Havenhand.



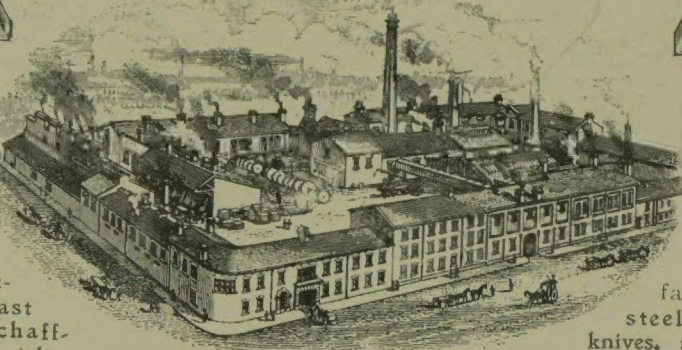
rapidly. cret of ly satis- state of enjoyed Tyzack found in least, in that every for the manu- crucible-cast sections, chaff- reaper-files, tobacco-



"Horseman" Brand.

conveys to every purchaser that the trade-mark is a symbol that, the quality surpassed make it sion to sup- varied the agri- who, in the which was at one time, and that not so very long ago, done almost entirely by men.

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The se- the high- factory affairs by Messrs. is to be part, at the fact department facture of steel, scythes, knives, saws, files, knives, and the many

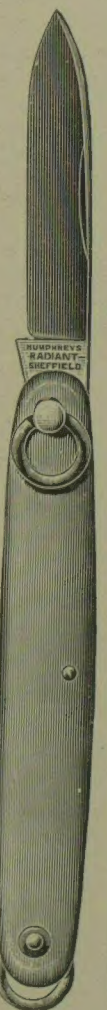


"Horseman" Brand.

## Hardware that Maintains Sheffield Prestige.

Were the man in the street asked for what is Sheffield noted, he would undoubtedly reply, off-hand, "For cutlery and electro-plate." The city's pre-eminence in these goods has, in fact, come to be accepted as characteristic of the mental make-up of its inhabitants, whose hard-headedness and keenness are recognised far beyond the confines of this country. Among the numerous manufacturers who have helped to maintain Sheffield's prestige in the particular lines of trade here indicated are Messrs. W. R. Humphreys and Co., Ltd., whose Haddon Works strike an important note, as it were, in Denby Street. It is not only in Sheffield that "Haddon" corresponds to the famous registration "A 1 at Lloyd's," for it designates the *ne plus ultra* of steel. The table, sporting, and pocket knives, the razors and the scissors which bear this title may be relied upon as unsurpassable. It is this kind of quality which has made what are known abroad as "English goods" set a standard which foreigners try to emulate but do not succeed in reaching. The result is that, in spite of the advantages they undoubtedly enjoy in competition, they have not yet succeeded in driving us out of the market. The "Haddon" table-knives have blades forged from the very best quality double-shear steel, the best kind for the purpose. The special "Haddon" brand is made in a variety of patterns to suit the most fastidious tastes. The handles are of the best African ivory, or of ivory, which is not only the most perfect imitation of ivory, but is also of a very lasting character. By a special process the handles are so fastened that it is impossible for them to come loose in hot water. Of similar excellence is the "Haddon" razor, which many people declare to be without doubt the finest ever made. The "Haddon" mark is the maker's guarantee that if the razor does not give entire satisfaction it is immediately changed without question or demur—always an advantageous arrangement for the purchaser. These razors are manufactured of the finest crucible-cast steel, are ground perfect, and made in three sizes, to suit all beards, being half an inch wide for light beards, five-eighths of an inch for medium beards, and three-quarters of an inch for extra-strong beards.

The same steel used for the razors is also used for what are known as the "Open-easy" pocket-knives, undoubtedly the most easily opened knife ever invented, for it is only necessary to turn the ring at the side to bring the blade into play. In this way one may open his knife, not only without damage to his finger-nails, but even when he is wearing thick gloves. It need hardly be said that they are made in a variety of sizes and shapes to suit all tastes, or that they are to be had in a variety of coverings—namely, nickel, ivory, mother-of-pearl, stag, etc., so that they can be merely utilitarian in character or be as beautiful as anyone can desire to possess or to give as a present. These "Haddon" specialities can be procured from all leading retailers. If any difficulty is found in securing them, the makers will send nearest dealer's name and address on receipt of a post-card to Dept. 'L.'

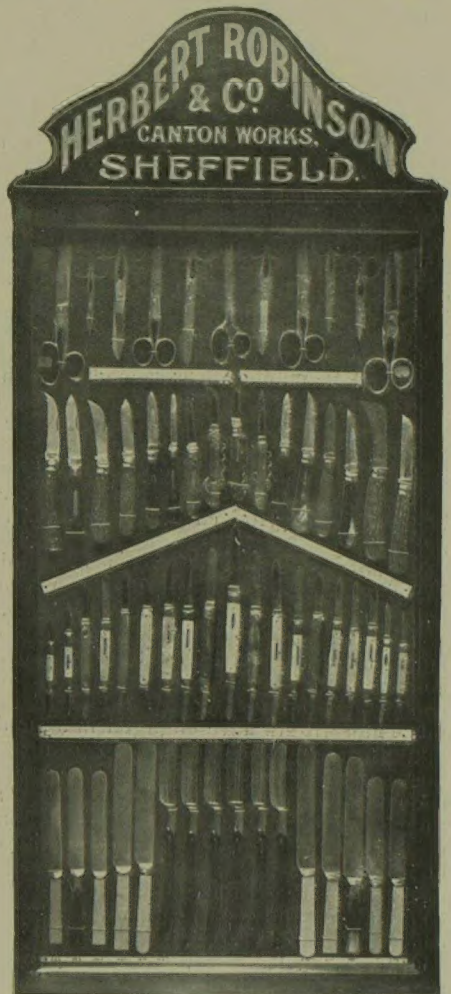


## A Most Enterprising Cutlery Firm.

Though in recent years the rise and growth in Sheffield of the manufacture of armaments and of heavy steel work have somewhat overshadowed the making of cutlery, the latter still remains distinctive and unequalled, as the parent branch of the Sheffield trade. Sheffield is a city that has risen to greatness on the blades of its knives, and acquired fame and wealth by the edge of its razors. Among the most enterprising Sheffield firms engaged in the manufacture of cutlery is that of Herbert Robinson and Co., of the Canton Works. As business history is counted in Sheffield, it is a young firm, for it was established only twenty years ago. But its founder and proprietor brought to, and has embodied in, the manufacture of cutlery of every description, the skill and knowledge of his own work as a practical cutler born and bred, and of his training and experience in one of the oldest Sheffield firms.

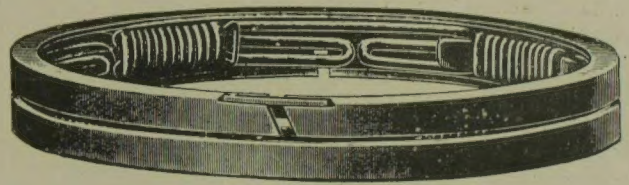
During the comparatively short period since its foundation in 1889, the firm of Herbert Robinson and Co. has firmly established itself, and has steadily built up a business, which includes a growing export trade to Canada, South Africa, and Australia. That this has been achieved is an open testimony to the intrinsic goodness of the firm's manufactures; and a notable factor in the attainment and maintenance of this high standard of quality is to be found in the fact that the firm do not employ any cheap foreign labour, and that all the workmen employed at the Canton Works are expert Sheffield cutlers, whose skill is that which comes only of life-long experience. Hence the ability of the firm to give what would otherwise be impossible—a guarantee for all cutlery—razors, safety razors, pen and pocket knives, table knives, butcher's knives, carvers, scissors, etc., bearing the name of Herbert Robinson and Co.

One of the firm's specialities is razors. The now well-known Danyl Razors, which are all hand-forged blades, are possessed of a temper and texture which cannot be attained by foreign machine-made razors. Ground by expert Sheffield workmen, the Danyl Razor never requires re-grinding. The "Danyl" is now also made as a safety razor, from the same best Sheffield steel by the same workmen; and the frame and handle which hold the blade are constructed of solid nickel silver, threefold sterling silver-plated, so that rusting is impossible. The design is so simple that the blade can be taken out and readjusted by even a blind man. With such a razor as the Danyl Safety, made of the finest Sheffield steel, and fitted with seven blades, at the price of fifteen shillings, the purchase of an expensive foreign safety razor—the steel of which cannot vie with that of Sheffield—is unpatriotic and unbusiness-like.

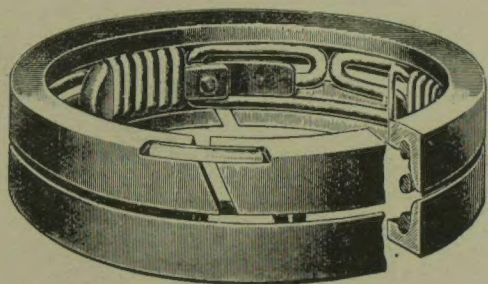


## Piston-Packing Rings and Springs.

To the uninitiate the number of separate pieces which go to make up even a small machine is bewildering in its variety, while to the engineer the assembling of these various parts is a matter of supreme ease, for he sees at a glance where each belongs and how it joins its fellows. It is no wonder, therefore, in view of the multiplicity of these pieces, that just as physicians realise that the human body—the most beautifully designed and cunningly constructed machine in the world—has been divided into a series of specialised portions, each one of which is sufficient to monopolise the attention and exercise all the skill and ingenuity of the expert to restore it to the performance of its functions when it is disordered, so the makers of mechanical machinery have often found it necessary to specialise in certain articles which they make with mathematical skill and bring to almost microscopic exactness. Such a firm is that of Messrs. Lockwood and Carlisle, Ltd., of the Eagle Foundry, Sheffield, which has made a speciality of metallic piston-packing rings and springs. These rings are placed inside the cylinder in order to make the piston fit tightly. In the early days of the steam engine it was naturally found that this had a tendency to work steam escaped from the cylinder machine. Various devices were tried

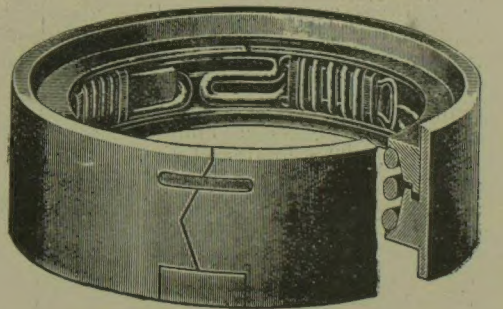


A LOCKWOOD AND CARLISLE PATENT.



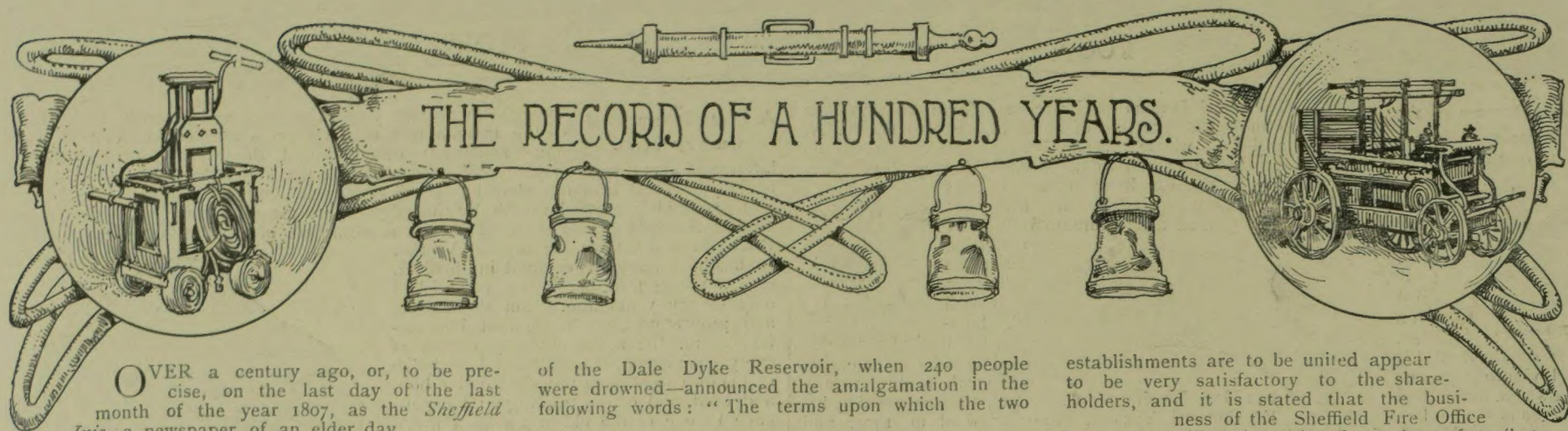
H.P. RINGS AND SPRINGS, SPECIALLY DESIGNED FOR HIGH STEAM PRESSURES.

loose, with the inevitable result that and so diminished the power of the machine. To remedy this defect, and now powerful springs, which can readily be seen in the illustrations, are introduced into the inside of the ring, which it keeps constantly expanded, and close to the cylinder walls, so that no steam can possibly escape, no matter how great may be the pressure. As some engines—notably, those used in electric-lighting plants, etc.—work up to a pressure of 150 lb., or even 200 lb., to the square inch, it is evident that these rings have to be made very finely. The skill shown in their construction is at the basis of the reputation Messrs. Lockwood and Carlisle have made for themselves, for their piston-packing rings can always be relied on to achieve the greatest perfection of which such articles are capable.



IMPROVED DOUBLE-ACTION PISTON "V" RING—MESSRS. LOCKWOOD AND CARLISLE.





OVER a century ago, or, to be precise, on the last day of the last month of the year 1807, as the *Sheffield Iris*, a newspaper of an elder day now, alas! extinct, in its issue of January 5, 1808, informed the townspeople of Sheffield in the quaint phraseology of the period, "at an extremely numerous and respectable Meeting of the Inhabitants of the Town and Neighbourhood of Sheffield; convened by public advertisement, and held at the Cutlers' Hall to consider on the propriety of establishing a Fire Office in Sheffield; the Master Cutler in the Chair," it was resolved that a Fire Office should be established with a capital of £300,000 in shares of £100 each, 10 per cent. to be paid up.

This was before the days of Limited Liability Acts, when to become a shareholder in a concern of this kind was, in fact, to become a partner liable to an absolutely unlimited extent for the debts of the company. It therefore betokened no little confidence and courage in the leaders of this enterprise to have engaged in an undertaking which, if conducted upon any but the soundest principles, might have led each and all of them into bankruptcy and ruin, and even rendered them occupants of the debtors' prison, then in the heyday of its existence.

In these days, when the promotion of a company for any purpose whatever is so easy and simple a matter, and attended with so small a risk, let us not belittle the public spirit and intrepidity with which these good citizens of Sheffield, at a time when the finances of Europe were convulsed by the Napoleonic wars, founded a company which was destined to leave a mark upon the history of insurance in the country.

Of the sum asked for, £200,000 was readily subscribed, and on June 24, 1808, the "Sheffield Fire Office" opened its doors for business in the Market Place in Sheffield with Mr. T. Willey as "Principal Agent." Before a year had elapsed, larger premises were taken in the Hay Market, and a Salvage Brigade, consisting of an engineer and ten firemen, had been organised. In those days, before Municipalities had received their present statutory constitution, and Corporation Fire Brigades were unknown, and when towns were, for the most part, governed by Vestries, it was often necessary for an insurance company to create and equip its own fire brigade; and this was what was done in this case. For over half a century the Sheffield Fire Office continued an honourable and prosperous career. The year 1864, however, marked a critical event in its history, for it then transferred its business, sank its individual identity, and linked its fortunes with those of the famous *Alliance British and Foreign Life and Fire Assurance Company*, now simply known as the *Alliance Assurance Company*. The "Alliance" was established in 1824 by deed of settlement, and was incorporated in April 1902 under the Companies Acts, 1862 to 1900, as a limited company. The affairs of the company are regulated by Act of Parliament, and also by laws and regulations passed by the shareholders. The *Sheffield Telegraph* of Feb. 29, 1864—the year ever memorable in the history of Sheffield for the appalling calamity due to the bursting in the dead of night

of the Dale Dyke Reservoir, when 240 people were drowned—announced the amalgamation in the following words: "The terms upon which the two

establishments are to be united appear to be very satisfactory to the shareholders, and it is stated that the business of the Sheffield Fire Office

will be continued as heretofore (but with the addition of life-assurance business); under the management of a local board, constituted from the leading inhabitants of the town, an arrangement which will perpetuate the advantage which the insured have so many years enjoyed in having to deal with townsmen in effecting insurances and adjusting claims. At the same time it will afford the security of one of the most wealthy and influential offices in the kingdom, possessing a capital of Five Millions and a paid-up capital of £500,000." This extract is characteristic of the business instinct of the Sheffielder, indicating his admirable wish to deal as far as possible with his own townfolk, whilst at the same time recognising, with northern shrewdness, the value of the big funds of the London company in the background.

It is extremely interesting to learn that the negotiations which led to the amalgamation of these two notable offices in the early 'sixties were conducted by the present venerable General Manager of the Alliance Company, Mr. Robert Lewis.

The business has grown enormously, and Mr. John D. Hill, who since 1887 has guided the affairs of the Sheffield branch, with the benefit of the advice of the Local Board, has now over thirty assistants upon his staff at the Sheffield Office in George Street, fifteen at the sub-office in Leeds, and others at the sub-office in Derby. Mr. Arthur Wightman, J.P., of the old-established firm of Messrs. Broomhead, Wightman, and Moore, is Chairman of the Local Board, and other old and influential families in Yorkshire and Derbyshire are duly represented.

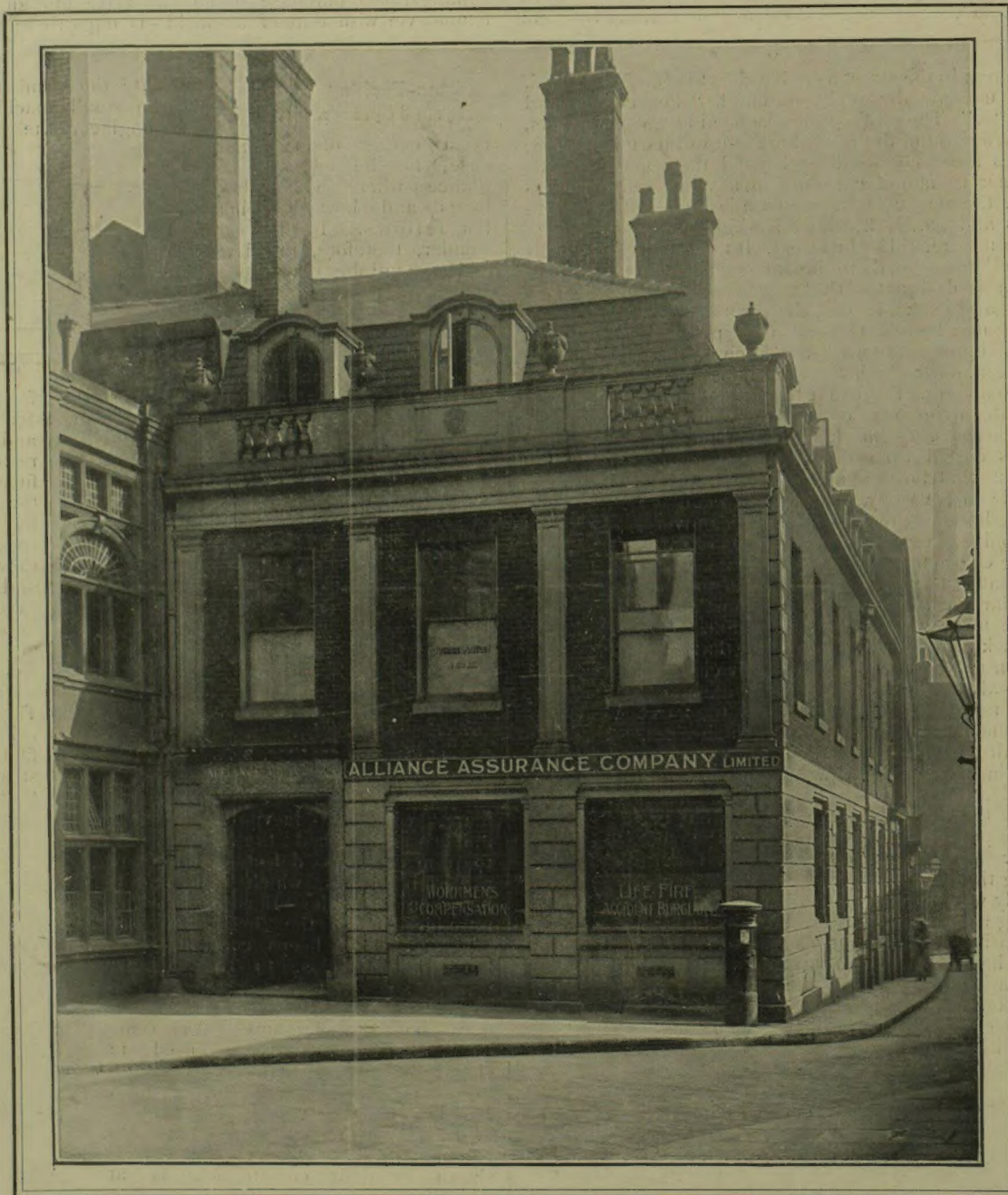
The Alliance Assurance Company, Ltd., of which Lord Rothschild is Chairman, has an authorised capital of £5,450,000, of which £1,000,000 is paid up, whilst the accumulated funds exceed £16,500,000. The operations of the company embrace life assurance of various descriptions, the granting of annuities; fire insurance, including losses by lightning; marine insurance; workmen's compensation; personal accident and disease; third party and drivers' risks policies; motor-car and lift insurance; plate glass, hailstorm, burglary, and larceny insurances; together with fidelity guarantees, the granting of leasehold, investment, and capital redemption policies; whilst the company is also prepared to undertake the duties of trustee and executor.

The premium rates and conditions of assurance in the Alliance Company will be found as favourable to the insured as those of any office in the Kingdom. The existence of branches in various parts of the country, with officials of experience at each office, supplies the means for enabling persons to have their insurance business transacted with promptitude and with the minimum amount of trouble to themselves. In the large capital and reserves, the policy-holders have a guarantee that the engagements of the company in respect of all classes of insurance will be fully met.



THE SHEFFIELD FIRE INSURANCE OFFICE IN ITS EARLY DAYS.

The Sheffield Fire Insurance Company, now the Alliance Assurance Company, was established in Sheffield in 1808. The curious fire-engine, with four horses and two postilions, should be noted.



AS IT IS AT THE PRESENT TIME: THE ALLIANCE ASSURANCE COMPANY'S OFFICES IN SHEFFIELD.